San Francisco Planning Department

Bryant Square

Draft Environmental Impact Report

98.635E

Draft EIR Publication Date:
November 20, 1999

Draft EIR Public Hearing Date:
January 6, 1999

Draft EIR Public Comment Period:
Nov. 20, 1999 to Jan. 6, 2000

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DATE: November 20, 1999

TO: Distribution List for the Bryant Square Project Draft EIR

FROM: Hillary Gitelman, Environmental Review Officer

SUBJECT: Request for the final Environmental Impact Report for the Bryant Square Project (Planning Department File No. 98.635E)

This is the Draft of the Environmental Impact Report for the Bryant Square project. A public hearing will be held of the adequacy and accuracy of this document. After the public hearing, our office will prepare and publish a document titled "Summary of Comments and Responses" that will contain a summary of all relevant comments on this Draft EIR and our responses to those comments. It may also specify changes to this Draft EIR. Those who testify at the hearing on the Draft EIR will automatically receive a copy on the Comments and Responses document, along with notice of the date reserved for certification; others may receive such copies and notice on request or by visiting our office. This Draft EIR together with the Summary of Comments and Responses document will be considered by the City Planning Commission in an advertised public meeting and certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Comments and Responses Document and print both documents in a single publication called the Final EIR. The Final EIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one, rather than two, documents. Therefore, if you receive a copy of the Comments and Responses in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and summary of Comments and Responses have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR to private individuals only if they request them. If you would like a copy of the Final EIR, therefore, please fill out and mail the postcard provided inside the back cover to the Major Environmental Analysis Office of the Planning Department within two weeks after certification of the EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final EIR.

Thank you for your interest in this project.

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3 1223 05296 5952

TABLE OF CONTENTS

Section Page

1.0 SUMMARY 1-1

2.0 PROJECT DESCRIPTION 2-1

2.1 Introduction 2-1
2.2 Project Location 2-1
2.3 Project Characteristics 2-3
2.4 Project Sponsor's Objectives 2-12
2.5 Project Schedule and Costs, Approval Requirements, and *General Plan* Policies 2-13

3.0 ENVIRONMENTAL SETTING AND IMPACTS

3.1 Zoning and Land Use 3-1
3.2 Visual Quality and Shadows 3-7
3.3 Historic Structures 3-14
3.4 Transportation 3-18
3.5 Growth Inducing Effects 3-39

4.0 MITIGATION MEASURES 4-1

4.1 Mitigation Measures Proposed as Part of the Project 4-1

5.0 SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED 5-1

6.0 ALTERNATIVES TO THE PROPOSED PROJECT 6-1

6.1 Introduction 6-1
6.2 No Project Alternative 6-1
6.3 Reduced-Height Alternative 6-2
6.4 All Industrial Alternative 6-4
6.5 Parking Demand Compliant Alternative 6-7

7.0 DRAFT EIR DISTRIBUTION LIST 7-1

Section Page

8.0 APPENDICES 8-1

Appendix A: EIR Requirement / Initial Study A-1
Appendix B: Transportation B-1

9.0 EIR AUTHORS AND CONSULTANTS; ORGANIZATIONS AND PERSONS CONSULTED 9-1

9.1 EIR Authors 9-1
9.2 Persons Consulted 9-2

TABLE OF CONTENTS (Continued)

Section Page

LIST OF TABLES

TABLE 1: Project Characteristics 2-7
TABLE 2: Existing Intersection Level of Service, PM Peak Hour 3-21
TABLE 3: Proposed Project Trip Generation 3-26
TABLE 4: PM Peak Hour Person and Vehicle Trips 3-27
TABLE 5: Intersection Level of Service, PM Peak Hour 3-28
TABLE 6: Parking Code Requirements and Demand 3-30
TABLE 7: Parking Supply Surplus/Shortfall 3-32

LIST OF FIGURES

FIGURE 1 Project Location 2-2
FIGURE 2 Existing Buildings 2-5
FIGURE 3 Site Plan 2-6
FIGURE 4 Elevations 2-8
FIGURE 5 Ground Floor Plan 2-9
FIGURE 6 Fourth Floor Plan 2-10
FIGURE 7 Basement First Level Plan 2-11
FIGURE 8 Zoning 3-2
FIGURE 9 Height and Bulk Districts 3-3
FIGURE 10 Land Use 3-4
FIGURE 11 View and Simulation from Corner of Bryant Street and 19th Street 3-11
FIGURE 12 View and Simulation from Corner of Bryant Street and 20th Street 3-12
FIGURE 13 View and Simulation from Corner of York Street and 19th Street 3-13

VOLUME 2: SUMMARY OF COMMENTS AND RESPONSES

1.0
SUMMARY

1.1 PROJECT DESCRIPTION

The proposed development is a project by SKS Investments, LLC, a private project sponsor, to renovate two existing structures, demolish three on-site structures, and construct a project with about 152,600 gross square feet of office, about 9,550 gross square feet of retail, and about 4,700 square feet of light industrial space. The project sponsor owns the majority of the project block.

The project site consists of most of an entire city block, bounded by 19th, York, 20th, and Bryant Streets. The project site is about four blocks northwest of San Francisco General Hospital, about ¾ mile north of Cesar Chavez Street, and less than one mile southeast of the 16th and Mission BART Station. The project site is in two Use Districts: M-1 (Light Industrial) and C-M (Heavy Commercial), and is in a 65-B Height and Bulk District.

The approximate 80,800 square-foot project block is currently used for light industry including light manufacturing, offices, arts-related activities and studios, import offices, recently completed live/work units, and vacant land (Assessor's Block 4080, Lots 7, 11, 12, 13, 14).

The proposed approximate 166,815 gross square foot[1] project would include construction/ renovation of about 152,600 gross square feet of office, about 9,550 gross square feet of retail, and about 4,700 square feet of light industrial after demolishing about 34,000 square feet of offices, light industrial, and arts-related activities. The project would require Planning Commission approval of a Planned Unit Development (*Planning Code* Section 304) in accordance with provisions for Conditional Use authorizations (*Planning Code* Section 303) for the entire site, including those portions not subject to change under the project. A parking shortfall will be addressed as either a modification considered through the Planned Unit Development (PUD) process or as a parking variance. The office component of the project would be subject to various applicable sections of the *San Francisco Planning Code* including Sections 313, 314, 321, and 322.

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[1] Gross floor area is the area of the building applicable to floor area ratio (FAR) calculations. Gross floor area excludes certain portions of the building, such as accessory parking and loading space, and mechanical and building storage space.

The project could potentially contain multi-media uses. The characteristics of multi-media uses are similar to office uses except the square footage per employee is greater than with an office use; fewer employees would generate fewer person trips. If the proposed use in not determined to be a general office use, then the project would not be subject to the various requirements of the *Planning Code* imposed on office projects. For a conservative analysis, this EIR considers all offices in the proposed project to be general office uses.

The three buildings that would be demolished as part of the project include:

1. An existing 25,550 square-foot wood-frame building at 2125 Bryant Street that is used for offices, light manufacturing, arts-related activities and studios, and storage;

2. An existing 7,500 square-foot metal shed at 2850 - 20th Street (behind 2125 Bryant Street) that was formerly used (1999) for automobile repair, furniture refinishing and storage, office use, and construction materials storage; and

3. A 1,200 square-foot vacant wood-frame building at 700 York Street (the corner of 19th Street and York Street).

A landscaped courtyard in the interior of the block would provide a common amenity to the proposed uses and public access from 19th and 20th Streets during the day. This area is currently used as a surface parking lot and outdoor materials storage area.

Buildings that would be renovated or constructed as part of the project include:

A. 2101 Bryant Street, an existing approximate 24,000 square-foot building on the corner of Bryant and 19th Streets would be seismically upgraded and renovated from light manufacturing and arts-related activities to offices. A new partial fourth floor containing about 6,000 square feet would be added to the top. This building received a “4S” rating in the 1990 City of San Francisco Unreinforced Masonry Building Survey. A “4S” rating means the building may become eligible for the National Register of Historic Places after additional research and evaluation.

B. 2717-19th Street, an approximate 4,700 square foot building which is used as a coffee roastery and commercial bakery, would not be improved or altered as part of the project.

C. 700 York Street (at the corner of York and 19th Streets), a new two-story building containing about 2,050 square feet of retail and 2,050 square feet offices that would be constructed after demolishing a vacant 1,200 gross square-foot wooden building.

D. 2830 – 20th Street, a concrete-framed building abutting 720 York Street, which has 5,990 square feet of office work-only units, would include a seismic upgrade renovation only. No change of use is anticipated and no new area is planned for this building.

E. 2125 Bryant Street, a new approximate 122,050 square-foot office building five-floors tall would be constructed after demolishing the existing wood-frame structure at 2125 Bryant Street and the metal shed behind it at 2850 - 20th Street. About 114,550 square feet of office and about 7,500 square feet of retail space would be included. Two subsurface levels would be excavated under this building and the adjacent courtyard for an underground parking garage containing 203 independently-accessible and 301 valet-assist parking stalls in about 61,850 square feet of space. About 33,000 to 38,500 square feet of surface area would be excavated to a depth of about 21 feet, resulting in about 27,770 cubic yards of excavated soil.

1.2 MAIN ENVIRONMENTAL EFFECTS

Zoning and Land Use Effects

Above 50 feet, the proposed building on the corner of 20th and Bryant Streets (2125 Bryant Street) would measure about 202 feet in length and about 217 feet in the diagonal direction, which is greater than the allowable 110 feet in length and the 125 feet in the diagonal dimension. The proposed addition to the building on the corner of 19th and Bryant Streets (2101 Bryant Street) would measure about 138 feet in length and about 144 feet in the diagonal direction. Exceptions to the bulk limit would need approval under Section 303 or 304 of the *San Francisco Planning Code.*

The proposed project would change the project site from light industry including light manufacturing and automobile repair, offices, arts-related activities and studios, import offices, live/work units[2], and vacant land to offices and retail uses. Existing live/work units would remain as would about 4,700 square feet of light industrial space.

Visual Quality Effects

The three-story brick building on the corner of Bryant and 19th Streets (2101 Bryant Street) would be seismically upgraded and renovated. A new partial fourth floor containing about 6,000 square feet would be added to the top of the building. A relatively small portion of the addition would be visible along the Bryant Street frontage due to building setbacks and an existing parapet, while about 5 vertical feet of the addition would be visible along the 19th Street frontage. The addition would be set back from the street fronts and would occupy about 75 percent of the existing building footprint.

The wood-sided storage building at the corner of 19th and York Streets would be demolished and replaced with a two-story building, resulting in little noticeable visual change to the area. Both the existing 2125 Bryant Street building and the metal corrugated building behind it (2850 20th Street) would be demolished. The proposed new building to replace these two buildings would be compatible with the scale, form, and fenestration pattern of the adjacent historic building at 2101 Bryant Street. Other buildings on the project block would not be noticeably changed, and changes to the visual character of the buildings on site would not change the visual character of the surrounding area.

The five-story Bryant Square project would be taller than other structures in the area. The project would result in visual changes, and would alter views of the project site from vantage points in the surrounding area. The project would not, however, substantially alter scenic views of the Bay or view corridors enjoyed from public areas.

The project would not result in shadow effect on any public park or open space in the project vicinity.

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[2] The San Francisco Planning Department does not have a record that indicates these live/work units were legally occupied.

Historic Structures

For purposes of this analysis only the building at 2101 Bryant Street is "deemed significant" pursuant to *CEQA* Section 21084.1. Alterations to this building proposed as part of the project would not alter those attributes that contribute to the building's significance, and the project sponsor has agreed to ensure that alterations are consistent with the Secretary of the Interior Standards. For these reasons, the project would not have a significant adverse impact under *CEQA* on historic architectural resources.

Transportation

Under the Existing Plus Project condition, the level of service at each of the study intersections, except at 20th and Bryant Streets, would remain the same as under the Existing Condition. At 20th and Bryant Streets, the eastern approach to the unsignalized intersection would change from LOS A to LOS B as traffic volumes associated with the project increase. At the 23rd Street and Potrero Avenue intersection, vehicles would experience an increase of about 5.0 seconds of average delay. The intersection would continue to operate at LOS F. Other intersections in the project area would experience less than a one second increase in average delay. Implementation of the Bryant Square project would not result in significant traffic impacts, as no degradation of service levels to unacceptable levels would occur.

Under the future Cumulative 2010 conditions, the increase in average delays experienced by drivers at the 23rd Street and Potrero Avenue intersection would increase, resulting in significant traffic impacts. The Bryant Square contribution of 10 percent of total traffic growth would be contributory to the significant impacts at this intersection. These significant effects could be mitigated to a less-than-significant level with signal timing changes.

The transit trips would use the seven MUNI lines serving the project area. Based on the p.m. peak hour Maximum Load Point capacity analysis completed for the Existing Condition, adequate capacity exists to serve the project-generated transit trips. No significant transit impacts would occur as a result of the implementation of the proposed Bryant Square project.
When compared to the estimated 309 space parking demand, the 301 total parking spaces (including valet-assisted spaces and minus 16 spaces reserved for 720 York Street live/work units) provided for the Bryant Square project would result in a 24-space shortfall. When comparing this parking demand to the 203 independently-accessible spaces, a 122-space

shortfall would result. The result of the parking shortfall associated with the development of the proposed project would be increasing competition for limited on-street parking, which is currently near or exceeding capacity. The parking occupancy in the project vicinity presently averages 100 percent during the mid-day period. With the proposed new retail and office uses associated with the project, the introduction of parking meters or time restrictions may be warranted on Bryant Street, 19th Street, and 20th Street curbs bordering the project block to ensure adequate turnover of short-term parking spaces serving the project site.

The project would generate a total of seven p.m. peak hour trips using "other" modes of travel, including bicycle. The relatively small number of bicyclists projected to be traveling to and from the site would not result in a significant impact on the bicycle network or street system. The Bryant Square project would not result in a degradation of pedestrian service levels nor would the pedestrian flows be impeded.

The loading demand, estimated at two spaces during an average or peak hour, would at times exceed the proposed supply of one space. The combined loading and pedestrian alley off of 19th Street provides adequate depth to accommodate an additional service vehicle off-street on the occasions when two vehicles are serving the site at one time. Conflicts with pedestrians could arise if more than two vehicles are parked in the alley and the first vehicle must maneuver into the pedestrian walkway to leave the alley.

The majority of staging for the project would occur along Bryant Street. A pedestrian barricade would be constructed along the Bryant Street frontage and also along the 20th Street side of the project. The barricade would interfere with the existing Muni bus stop located in front of the project on Bryant Street at 19th Street and the bus stop would need to be temporarily relocated. Along Bryant Street, the existing parking lane would be used for the pedestrian walkway. Concrete pumping and deliveries would occur on-site whenever possible, but may require short-term blockage of the northbound travel lane on Bryant Street.

In summary, the project would not result in any significant transportation effects that could not be mitigated if the project was implemented.

Growth Inducing Effects

The proposed project would have no discernible effect on the growth or concentration of population in the neighborhood, city or region, although it would incrementally increase area employment and the number of visitors to the project site. This project would contribute to additional displacement of relatively small businesses including arts-related activities.

1.3 MITIGATION MEASURES

Mitigation Measures Proposed as Part of the Project

Mitigation measures preceded by an asterisk (*) are from the Initial Study (see Appendix A).

A. *Construction Noise Impacts

A.1 The project sponsor shall require that the contractors' equipment and trucks used for project construction utilize the best available noise control techniques (e.g., improved exhaust mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds) in order to minimize construction noise impacts. Prior to project construction, the project sponsor shall require all construction equipment used by the contractor(s) (except for impact tools, pavement breakers and jackhammers) to be tested as part of the environmental compliance monitoring program for enforcement of mitigation measures to ensure that equipment noise does not exceed 80 dBA at 50 feet.

A.2 Stationary noise sources shall be located as far from adjacent offices as possible. If they must be located near existing offices, they shall also be enclosed within temporary sheds. (This measure would not be necessary because no existing offices are located adjacent project site.)

A.3 The project sponsor shall require the contractor(s) to use hydraulically or electrically powered impact tools (e.g., jackhammers, pavement breakers, and rock drills) wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. However, where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust would be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves would be used where feasible, and this could achieve a reduction of 5 dBA.

B. *Construction Truck Noise

B.1 The project sponsor shall require that the contractor(s) haul and delivery routes avoid residential streets wherever possible.

C. *Construction Air Quality

C.1 The project sponsor shall require the contractor(s) to spray the project site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions.

Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require that the contractors obtain reclaimed water from the Clean Water Program for this purpose.

C.2 The project sponsor shall require the project contractors to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions from equipment that would be in frequent use for much of the construction period.

D. *Hazardous Materials

D.1 In compliance with applicable federal Occupational Safety and Health Administration (OSHA) and Cal/OSHA regulations, the project sponsor would require the construction contractor to prepare a site-specific Safety and Health Plan (SHP). The plan would be reviewed by the San Francisco Department of Public Health prior to construction. The Safety and Health Plan would include provisions for responding to unknown site conditions that could be encountered during construction.

E. *Archaeology

E.1 Given the location and depth of excavation proposed, and the likelihood that archaeological resources would be encountered on the project site, the project sponsor has agreed to retain the services of an archaeologist. The archaeologist would carry out a pre-excavation testing program to better determine the probability of finding cultural and historical remains. The testing program would use a series of mechanical, exploratory borings or trenches and/or other testing methods determined by the archaeologist to be appropriate.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist would submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the ERO and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures would be implemented by the project sponsor and might include a program of on-site monitoring of all site excavation, during which the archaeologist would record observations in a permanent log. The monitoring program, whether or not there are finds of significance, would result in a written report to be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor would designate one individual on site as his/her representative. This representative would have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist would immediately notify the Environmental Review Officer (ERO), and the project sponsor would halt any activities which the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbing activities, which might damage cultural resources, would be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist would prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which would contain an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific additional mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural material.

Finally, the archaeologist would prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) would be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. Three copies of the final archaeology report(s) shall be submitted to the Office of Environmental Review, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center.

F. Transportation

F.1 When required to improve operating conditions under cumulative conditions, modify the signal timing at the 23rd Street and Potrero Avenue intersection to give additional green time to southbound through and left-turning vehicles during the p.m. peak hour. This signal adjustment would improve traffic flow today and would keep delays expected by vehicles in 2010 at a level comparable to what currently exists at this intersection. Implementation of this measure would be the responsibility of the Department of Parking and Traffic, which is responsible for operating conditions on city streets, and routinely revises signal timing as necessary.

F.2 To ensure that construction activities would not impact MUNI bus stops or routes in the area, prior to construction, the project sponsor shall coordinate with MUNI's chief inspector.

The project sponsor and construction contractor(s) shall meet with the Traffic Engineering Division of the Department of Parking and Traffic, the Fire Department, MUNI, and the Planning Department to determine feasible traffic measures to reduce traffic congestion and pedestrian circulation impacts during construction of the proposed project.

1.4 ALTERNATIVES TO THE PROPOSED PROJECT

CEQA requires an analysis of a reasonable range of alternatives that would reduce or eliminate significant impacts of a project. Though the Bryant Square project would have no significant impacts, a no project, a reduced height, an all industrial, and a parking-compliant development alternatives have been included in this analysis. These alternatives would avoid or reduce non-significant impacts related to historic structures, traffic, and other environmental issues.

No Project Alternative

This alternative would entail no immediate change to the project site. The three buildings planned for demolition would not be demolished, buildings planned to be renovated would not be renovated or added on to, and the proposed two new office/retail buildings and underground garage would not be constructed.

If the No Project Alternative were implemented, no impacts of the project would occur. The existing parking deficits would apply to the site: there would be on site parking for 45 cars in total. However, the historic building at 2101 Bryant would ultimately have to be brought into compliance with the City's *Unreinforced Masonry Building Ordinance* through seismic upgrade or demolition.

The project sponsor has rejected this alternative because it would not meet the sponsor's objectives to provide modern office space for the information technology industry in seismically upgraded or new structures that are fully accessible to all persons, with adequate parking and attractive open space on site, and to contribute to the expansion of the City's employment and tax base.

Reduced Height Alternative

This alternative would be similar to the proposed project with the exception that the height would be reduced. The proposed 6,000 square-foot roof top addition to the historic building at 2101 Bryant Street would not be added. The fourth and fifth floors at 2125 Bryant would not be constructed (removing about 42,600 square feet of office), and the proposed second story of the new two-story structure at 700 York would not be constructed (removing about 2,050 square feet of office). One level of underground parking would also be eliminated.

This alternative would provide about 101,950 gross square feet of office, about 9,550 gross square feet of retail, and about 4,700 square feet of light industrial space. This project would provide 50,650 fewer square feet of office space (152,600 square feet for the project) and the same amount of retail and industrial space as the project. This alternative would provide 102 independently accessible and 145 valet parking spaces on one parking level, compared to 203 independently accessible and 301 valet parking spaces on two parking levels with the project.

Land use impacts would be the same for this alternative as for the project, however the intensity of development would be somewhat less. Views of the site would be of a 40-foot-tall office development compared to an approximate 60-foot tall building with the project. This would be about the same height as the existing building at 2125 Bryant Street, although the bulk would be greater.

Because a new partial floor would not be added to the roof of the 2101 Bryant Street historic building, impacts may be less than the already less-than-significant historic structure effects of the project.

This alternative would result in parking shortfall for parking demand greater than the 24 parking space shortfall with the project.

Site circulation would be the same for this alternative as with the project.

This alternative would generate about 2,407 daily trips compared to about 3,324 for the project. A total of about 135 p.m. peak hour trips would occur with this alternative compared to 218 for the project. During the p.m. peak hour 92 automobile trips, 24 transit trips, 15 pedestrian trips, and four bicycle trips would occur to/from the project site with this alternative, compared to 148 automobile trips, 39 transit trips, 24 pedestrian trips, and seven bicycle trips with the project. As with the project, this alternative would contribute to significant cumulative traffic increases at the 23rd Street and Potrero Avenue intersection in 2010.

The project sponsor has rejected this alternative because it would provide less modern office space for the information technology industry than the project, would provide considerably less on-site parking, and would provide fewer jobs on site than the proposed project.

In addition, the project sponsor does not believe that this alternative is economically feasible. According to the project sponsor, the buildings in their current configuration and condition cannot generate the rental income to finance seismic upgrades beyond the minimum requirements of the *Unreinforced Masonry Building Ordinance,* and minimal compliance with disabled-access requirements under the *Americans with Disabilities Act.*

All Industrial Alternative

This alternative would consist primarily of industrial uses on the site, to be accommodated in new and renovated structures. This alternative would contain approximately 158,000 gross square feet of industrial use on the site.

A. The 24,000 square-foot historic building at 2101 Bryant Street would be seismically upgraded and renovated for industrial use.

B. The existing 4,700 coffee roastery at 2717-19th Street would not change.

C. The existing 6,000 square-foot concrete-framed building at 2830 – 20th Street (behind 720 York Street) would be seismically upgraded and renovated for light industrial tenants.

D. The existing one story structure at 700 York Street would be used for storage.

E. A new structure at Bryant and 20th Streets (2125 Bryant Street) of approximately 122,000 square feet would be built to accommodate industrial uses. It would have adjacent on-site surface parking and loading for trucks and service vehicles. No underground parking would be provided. A variance from the off-street parking requirement of the *San Francisco Planning Code* would be necessary.

Vehicular access for parking and loading would be from 20th Street and move through the site to exit from 19th Street.

Land use impacts would differ for this alternative compared to the project, because it would provide industrial development instead of office and retail development. Industrial development could include warehouses, light manufacturing, and other light industrial uses, some of which could result in odor, local air emissions, noise impacts, and large truck loading. However, because uses on the site and in the area have been historically industrial in nature, this alternative would not result in any significant land use impact.

Views of the site would be essentially the same as with the project, although less glazing and ornamentation would be expected with this alternative building compared to the project. This alternative would have approximately the same height and bulk as the project.

Because a new partial floor would not be added to the roof of the 2101 Bryant Street historic building, impacts may be less than the already less-than-significant historic structure effects of the project.

The existing on-site parking deficit of 45 vehicles would remain. Additional parking impacts due to this alternative would make parking impacts greater than with the project.

Site circulation would include parking, loading uses for this alternative compared to pedestrian and loading with the project.

This alternative would generate about 333 new daily trips compared to about 3,324 for the project. A total of about 84 p.m. peak hour trips would occur with this alternative compared to 218 for the project. During the p.m. peak hour 57 automobile trips, 15 transit trips, 9 pedestrian trips, and three bicycle trips would occur to/from the project site with this alternative, compared 148 automobile trips, 39 transit trips, 24 pedestrian trips, and seven bicycle trips with the project. As with the project, this alternative would contribute to significant cumulative traffic increases at the 23rd Street and Potrero Avenue intersection in 2010, although to a lesser degree.

The project sponsor has rejected this alternative because it would not meet the objective of providing affordable modern office space for information technology industry. This alternative would provide fewer jobs on site than the proposed project.

As the interior of the block would be used for service and vehicular access, loading and parking, this alternative would not meet the sponsor's objective to provide safe and attractive open space on site.

Parking-Demand Compliant Alternative

An alternative is under consideration that would reduce the size of the two proposed new structures at Bryant Square and the proposed retail area in the project, while increasing the amount of on-site parking compared to the project. The total proposed new area would be 155,675 square feet compared to 166, 815 square feet with the project.

The alternative would include about 146,050 square feet of office, 5,000 square feet of retail, and 4,700 square feet of light industrial space compared to about 152,600 gross square feet of office, about 9,550 gross square feet of retail, and about 4,700 square feet of light industrial space with the project. The underground parking garage would provide 300 independently accessible parking spaces on 3 subsurface levels, compared to 203 independently accessible and 301 valet parking spaces on two parking levels with the project.

This alternative would be essentially the same as the project except for changes to the proposed new structure at 2125 Bryant Street and its underground parking garage, and to the proposed new structure at 700 York Street. The new Bryant Street building would contain about 108,000 square feet of office and about 5,000 square feet of retail, compared to 114,550 square feet of office and about 7,500 square feet of retail with the project. The new building at 700 York Street would contain about 2,050 square feet office compared to about 2,050 square feet of retail and 2,050 square feet office with the project. The same three buildings that would be demolished for the project would be demolished for this alternative. Both building renovations that would occur with the project would occur with this alternative.

Land use impacts would be the same for this alternative as for the project, however the intensity of development, except for parking, would be somewhat less. Views of the site would be similar to views of the project although this alternative would be slightly smaller. This alternative would be about the same height and bulk as the proposed project.

Impacts on the historic building would be the same as with the less-than-significant historic structure effects of the project.

This alternative would provide parking for all parking demand on site in independently accessible parking spaces compared to valet operations with the project and a 24-space parking shortfall.

Site circulation would be the same for this alternative as for the project.

This alternative would generate about 2,516 daily trips compared to about 3,324 for the project. A total of about 150 p.m. peak hour trips would occur with this alternative compared to 218 for the project. During the p.m. peak hour 118 automobile trips, 31 transit trips, 19 pedestrian trips, and five bicycle trips would occur to/from the project site with this alternative, compared to 148 automobile trips, 39 transit trips, 24 pedestrian trips, and seven bicycle trips for the project. As with the project, this alternative would contribute to significant cumulative traffic increases at the 23rd Street and Potrero Avenue intersection in 2010.

This alternative would be generally consistent with the project sponsor's objectives, although it would provide less modern office space for the information technology industry and would provide fewer jobs on site than the proposed project.

2.0
PROJECT DESCRIPTION

2.1 INTRODUCTION

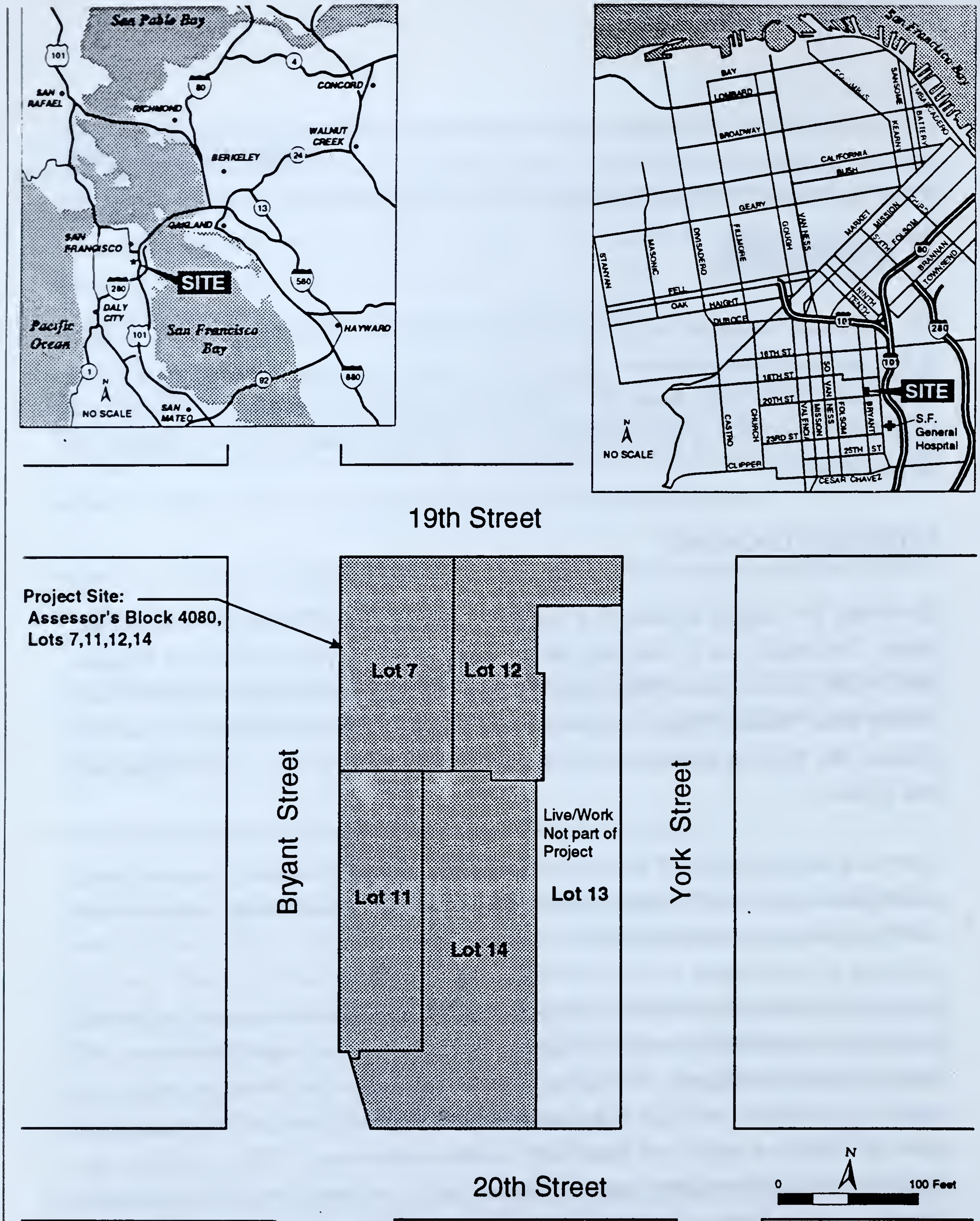
The proposed development is a project by SKS Investments, LLC, a private project sponsor, to renovate two existing structures, demolish three on-site structures, and construct a project with about 152,600 gross square feet of office, about 9,550 gross square feet of retail, and about 4,700 square feet of light industrial space. The project sponsor owns the majority of the project block.

2.2 PROJECT LOCATION

The project site consists of most of a city block, bounded by 19th, York, 20th, and Bryant Streets. The project site is about four blocks northwest of San Francisco General Hospital, about ¾ mile north of Cesar Chavez Street, and less than one mile southeast of the 16th and Mission BART Station. Figure 1 shows the site location. The project site is in two Use Districts: M-1 (Light Industrial) and C-M (Heavy Commercial), and is in a 65-B Height and Bulk District.

A live/work loft project with 35 live/work and 10 work only units has recently been completed at 720 York Street at 20th Street. This was a separate project, already approved and constructed, and is not part of this project.

A mix of mid- to low-rise residential, commercial, and light industrial uses generally surround the project site, including a number of nighttime uses. North of the project block across 19th Street are light industrial uses. East of the project block across York Street are single- and multi-family residences, and a bar at the southern end of the block. South of the project block across 20th Street are single- and multi-family residences three-stories high, a market at the southeast corner of Bryant Street, and a delicatessen at the southwest corner of Bryant Street. West of the project block across Bryant Street are a mix of one- to three-story uses, including two restaurants (one with a bar), offices, and light industrial uses, and single- and multi-family residences. Northeast of the project block across Bryant and 19th Streets is a residence.



SOURCE: BeEss Graphics

Bryant Square Project	Figure 1: Project Location	*Maxwell & Associates*

The approximate 80,800 square-foot project block is currently used for light industry including light manufacturing, offices, arts-related activities and studios, import offices, recently constructed live/work units, and vacant land (entire Assessor's Block 4080, Lots 7, 11, 12, 13, 14.)

2.3 PROJECT CHARACTERISTICS

The proposed approximate 166,815 gross square foot[1] project would include construction/ renovation of about 152,600 gross square feet of office, about 9,550 gross square feet of retail, and about 4,700 square feet of light industrial after demolishing about 34,000 square feet of offices, light industrial, and arts-related activities. The project would require Planning Commission approval of a Planned Unit Development (*Planning Code* Section 304) in accordance with provisions for Conditional Use authorizations *(Planning Code* Section 303) for the entire site, including those portions not subject to change under the project. A parking shortfall will be addressed as either a modification considered through the Planned Unit Development (PUD) process or as a parking variance. The project would also be subject to various applicable sections of the *Planning Code* for office development (Sections 313, 314, 321, and 322).

The project could potentially contain multi-media uses. Multi-media and other internet technology businesses are not defined as a use per the *Planning Code.* The characteristics of multi-media uses are similar to office uses except the square footage per employee is greater than with an office use; fewer employees would generate fewer person trips. The Zoning Administrator would make a determination on a case-by-case basis, whether a multi-media or other internet technology business falls under an office, light industrial or business service use category. If the proposed use in not determined to be a general office use, then the project would not be subject to the various requirements of the *Planning Code* imposed on office projects. For a conservative analysis, this EIR considers all offices in the proposed project to be general office uses.

The site has only a slight grade and appears to be relatively level.

The project block includes buildings that are proposed to be renovated or demolished and buildings that would remain the same. The existing buildings graphic is keyed with numbers, which indicate buildings to be demolished that correspond to numbers shown on Figure 2 Existing Buildings, below. The three buildings that would be demolished as part of the project include:

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[1] Gross floor area is the area of the building applicable to floor area ratio (FAR) calculations. Gross floor area excludes certain portions of the building, such as accessory parking and loading space, and mechanical and building storage space.

1. An existing 25,550 square-foot wood-frame building at 2125 Bryant Street that is used for offices, light manufacturing, arts-related activities and studios, and storage;

2. An existing 7,500 square-foot metal shed at 2850 - 20th Street (behind 2125 Bryant Street) that was formerly used (1999) for automobile repair, furniture refinishing and storage, office use, and construction materials storage; and

3. A 1,200 square-foot vacant wood-frame building at 700 York Street (the corner of 19th Street and York Street).

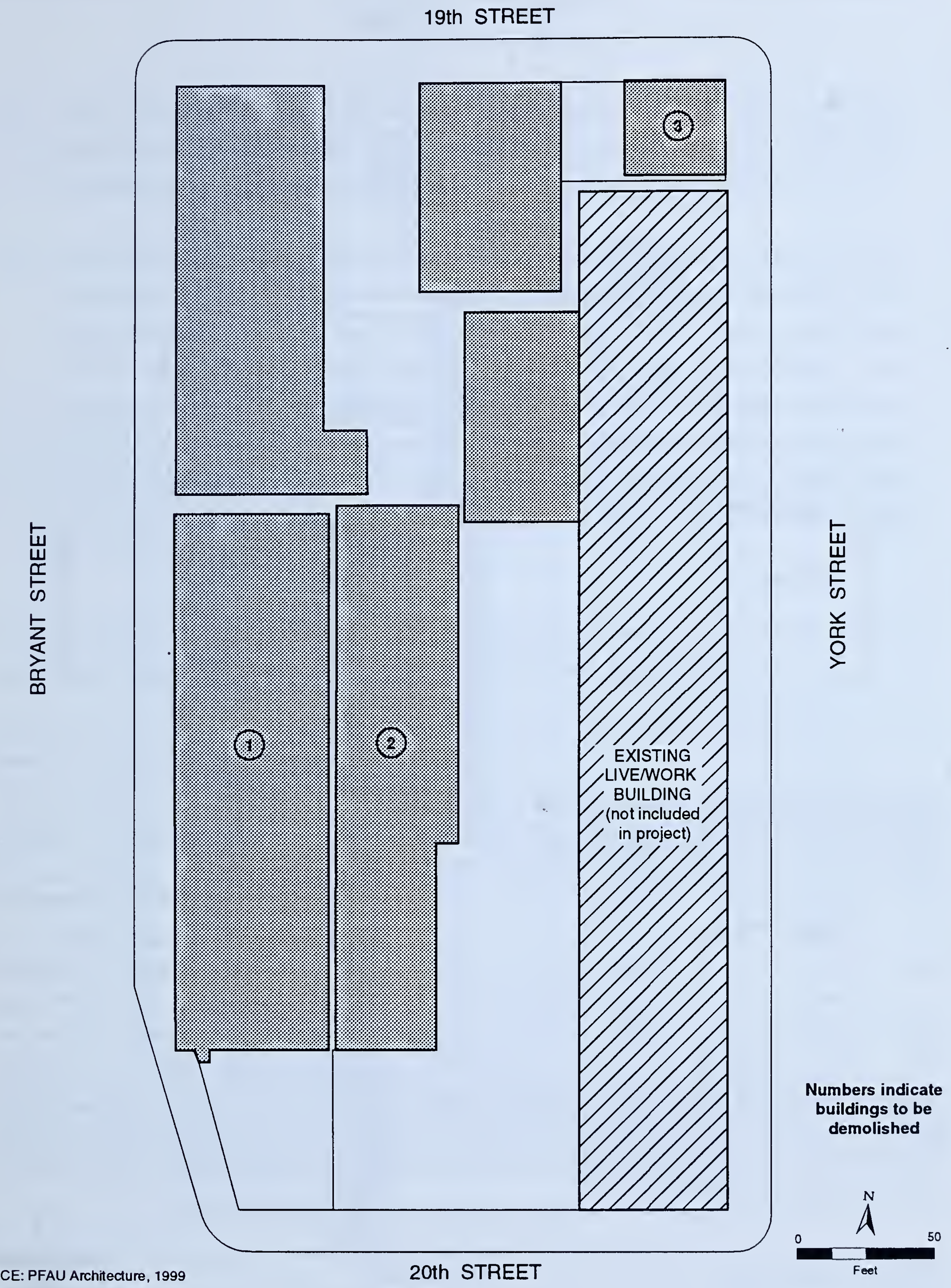
A landscaped courtyard in the interior of the block would provide a common amenity to the proposed uses and public access from 19th and 20th Streets during the day. This area is currently used as a surface parking lot and outdoor materials storage area.

The project description graphic is keyed with letters that correspond to letters shown on Figure 3, the site plan. Buildings that would be renovated or constructed as part of the project include:

A. 2101 Bryant Street, an existing approximate 24,000 square-foot building on the corner of Bryant and 19th Streets would be seismically upgraded and renovated from light manufacturing and arts-related activities to offices. A new partial fourth floor containing about 6,000 square feet would be added to the top. This building received a “4S” rating in the 1990 City of San Francisco Unreinforced Masonry Building Survey. A “4S” rating means the building may become eligible for the National Register of Historic Places after additional research and evaluation.

B. 2717-19th Street, an approximate 4,700 square foot building which is used as a coffee roastery and commercial bakery, would not be improved or altered as part of the project.

C. 700 York Street (at the corner of York and 19th Streets), a new two-story building containing about 2,050 square feet of retail and 2,050 square feet offices that would be constructed after demolishing a vacant 1,200 gross square-foot wooden building.

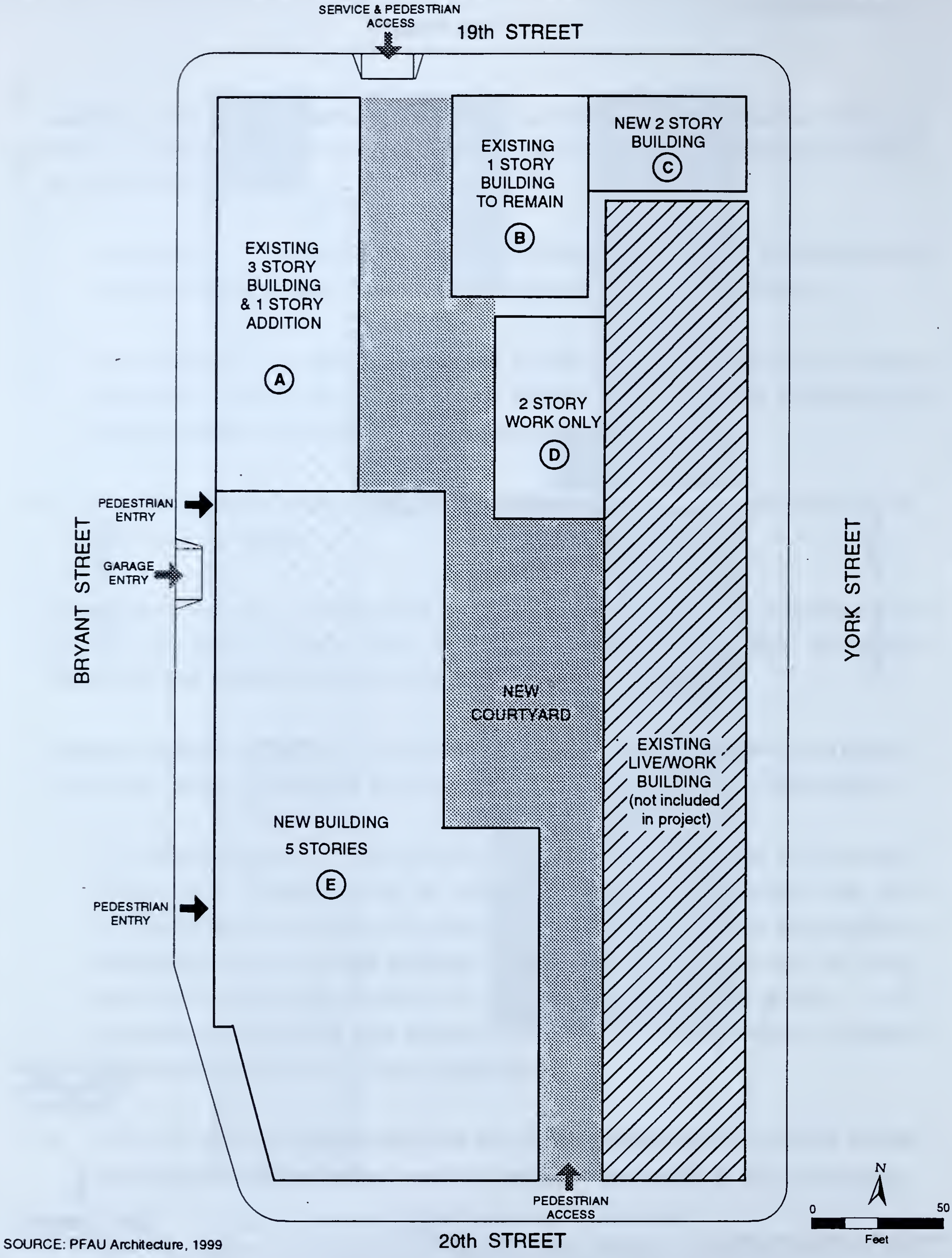

19th STREET
BRYANT STREET
YORK STREET
20th STREET
3
1
2
EXISTING LIVE/WORK BUILDING (not included in project)
Numbers indicate buildings to be demolished
N
0
50
Feet

SOURCE: PFAU Architecture, 1999

Bryant Square Project

Figure 2: Existing Buildings

Maxwell & Associates



SOURCE: PFAU Architecture, 1999

Bryant Square Project	Figure 3: Site Plan	Maxwell & Associates

D. 2830 – 20th Street, a concrete-framed building abutting 720 York Street, which has 5,990 square feet of office work-only units, would include a seismic upgrade renovation only. No change of use is anticipated and no new area is planned for this building.

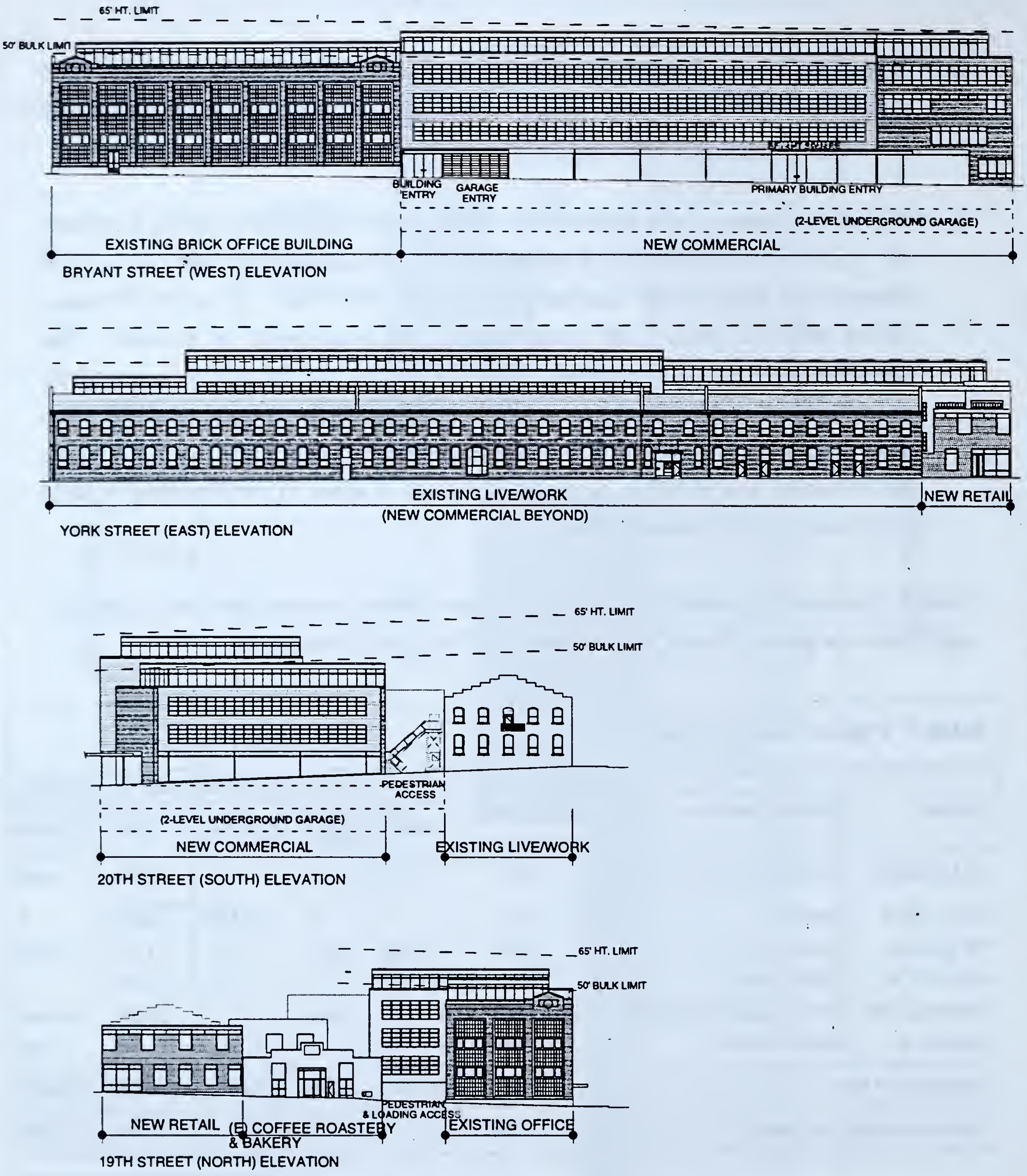
E. 2125 Bryant Street, a new approximate 122,050 square-foot office building five-floors tall would be constructed after demolishing the existing wood-frame structure at 2125 Bryant Street and the metal shed behind it at 2850 - 20th Street. About 114,550 square feet of office and about 7,500 square feet of retail space would be included. Two subsurface levels would be excavated under this building and the adjacent courtyard for an underground parking garage containing 203 independently-accessible and 301 valet-assist parking stalls in about 61,850 square feet of space. About 33,000 to 38,500 square feet of surface area would be excavated to a depth of about 21 feet, resulting in about 27,770 cubic yards of excavated soil.

Table 1 illustrates the project characteristics. Figure 4 shows the elevations and Figures 5, 6, and 7 show the ground, fourth, and basement first level plans, respectively.

Table 1: Project Characteristics

Location	Existing Land Uses	Total existing sq. ft. (except for parking)	Proposed Gross Square Feet (except for parking)				
			Office	Retail	Industrial	Total	δ in size
2101 Bryant St.	industrial, arts-related, vacant	24,000	30,000	0	0	30,000	+6,000
2717 – 19th St.	industrial	4,675	0	0	4,675	4,675	0
700 York St.	Vacant industrial	1,200	2,050	2,050	0	4,100	+2,900
2830 – 20th St.	Offices, vacant	5,990	5,990	0	0	5,990	0
2125 Bryant St.	Offices, industrial, arts-related	22,550	114,550	7,500	0	122,050	+99,500
2850 20th St.	Industrial, vacant	7,500	0	0	0	0	-7,500
Total Square Feet		**65,915**	**152,590**	**9,550**	**4,675**	**166,815[a]**	**+100,900**
Parking on block (in spaces)		**45**				**301**	**+256**

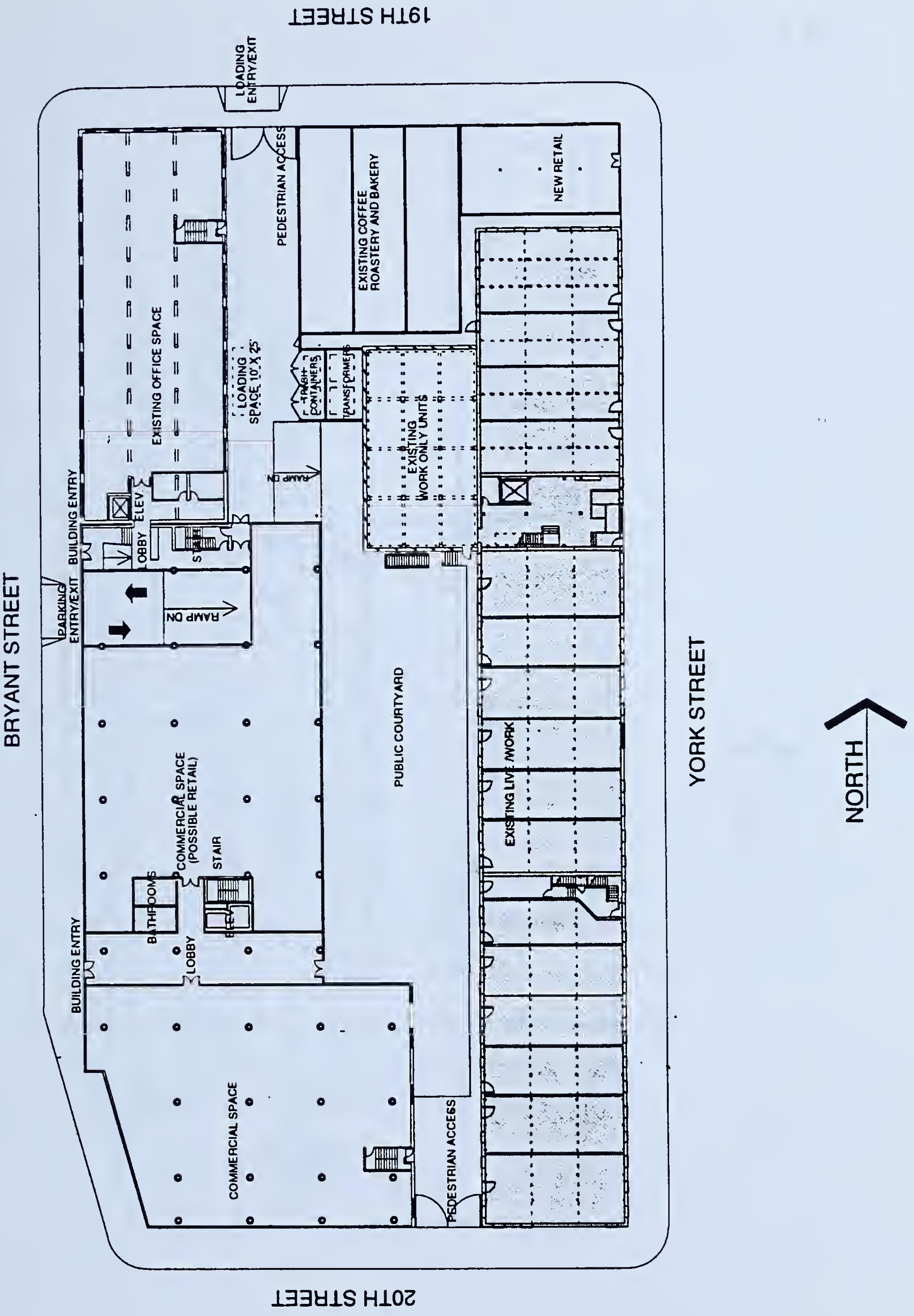
[a] Total does not add due to rounding.



SOURCE: Pfau Architecture, 1999

SCALE: 1" = 64'

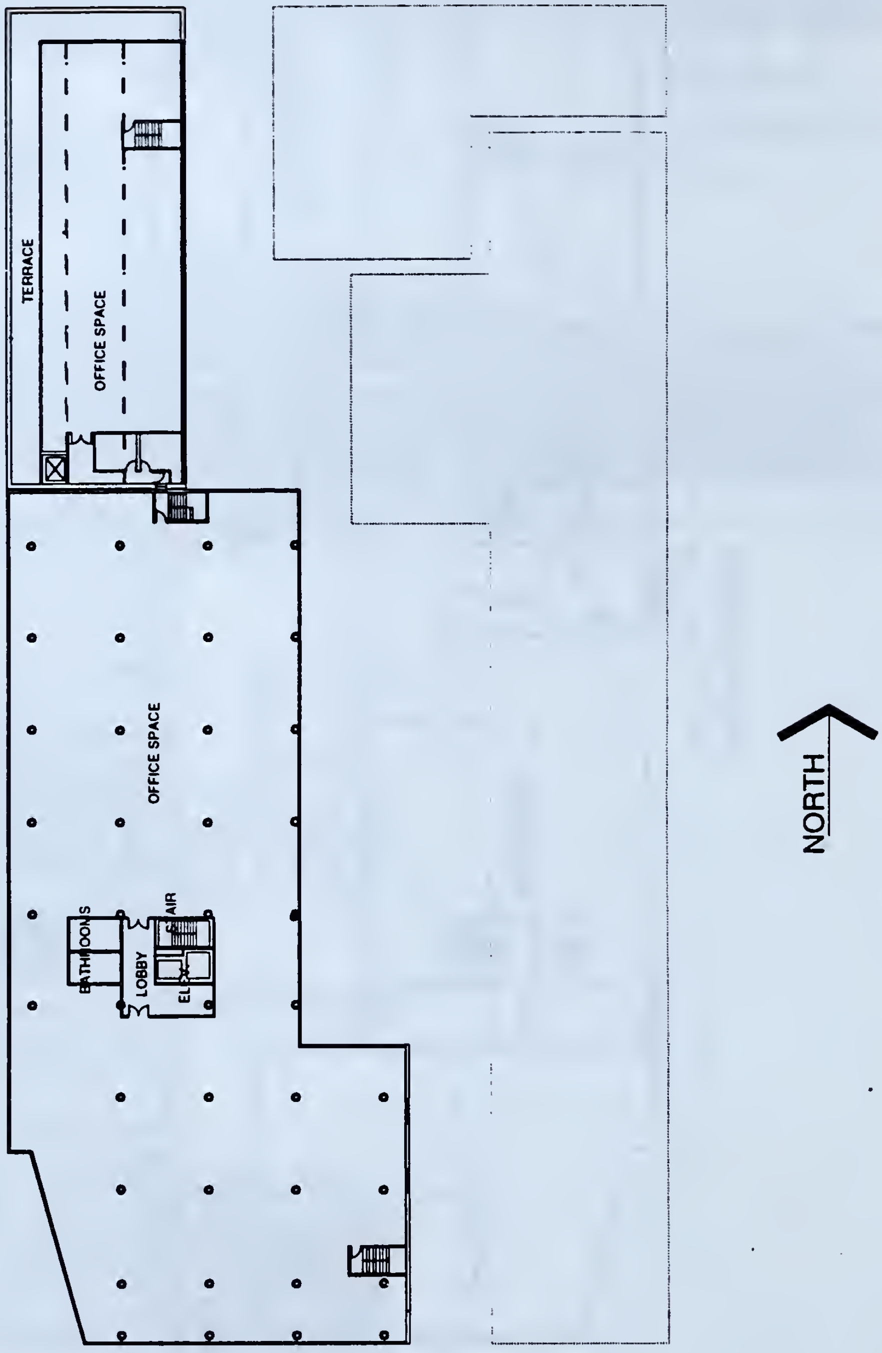
Bryant Square Project	Figure 4: Elevations	Maxwell & Associates



SOURCE: Pfau Architecture, 1999

SCALE: 1" = 64'

Bryant Square Project	Figure 5: Ground Floor Plan	Maxwell & Associates



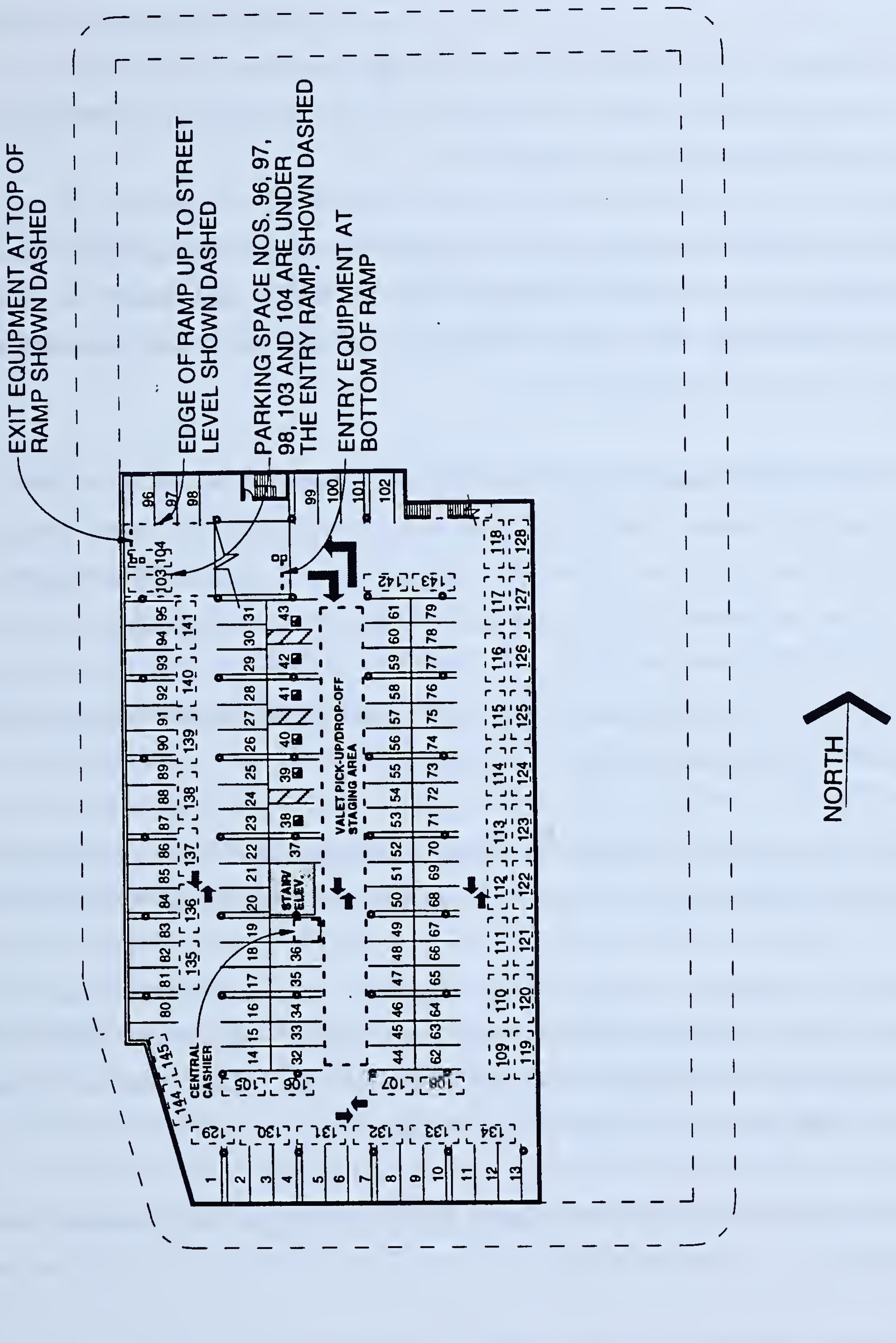
SOURCE: Pfau Architecture, 1999

SCALE: 1" = 64'

Bryant Square Project

Figure 6: Fourth Floor Plan

Maxwell & Associates


EXIT EQUIPMENT AT TOP OF RAMP SHOWN DASHED
EDGE OF RAMP UP TO STREET LEVEL SHOWN DASHED
PARKING SPACE NOS. 96, 97, 98, 103 AND 104 ARE UNDER THE ENTRY RAMP SHOWN DASHED
ENTRY EQUIPMENT AT BOTTOM OF RAMP
VALET PICK-UP/DROP-OFF STAGING AREA
STAIR/ ELEV.
CENTRAL CASHIER
NORTH

SOURCE: Pfau Architecture, 1999

SCALE: 1" = 64'

Bryant Square Project	Figure 7: Basement First Level Plan	Maxwell & Associates

2.4 PROJECT SPONSORS' OBJECTIVES

SKS Investments, LLC, would renovate existing structures and construct a new office project with ground floor retail on the project site. The following are objectives of the project sponsor regarding developing the project site:

1. Bring structural and life-safety conditions in two existing unreinforced masonry buildings up to current *Building Code* standards, and bring all buildings into compliance with the current *Building Code* and the access requirements of the *Americans with Disabilities Act.*

2. Provide office space specifically targeted to meet the needs of the information technology industry, both large space users as well as small, entry-level space users, through the provision of flexible floor plates, tall floor-to-floor heights, extensive windows and natural lighting, and state-of -the-art internal technical features.

3. Contribute to the expansion of the City's employment and tax base, particularly in the expanding information technology industry.

4. Provide adequate on-site parking for project tenants and owners of adjacent live/work units and make available any surplus transient parking for general public use.

5. Sustain the historic urban mixed-use character of the block, which has served for over 100 years as a transition between residential areas to the East and South and industrial areas to the West and North, with a balance and mix of uses that are compatible with each other and with the surrounding neighborhood.

6. Rehabilitate a historic brick building within a setting of complementary new and old buildings.

7. Provide safe and attractive open space.

2.5 PROJECT SCHEDULE AND COST, APPROVAL REQUIREMENTS, AND *GENERAL PLAN* POLICIES

Schedule and Costs

The project sponsor expects environmental review and project review to be completed by early 2000. If the project is approved and all permits issued, the project could begin construction in the year 2000. Construction of the new office structure and renovation of existing buildings would take approximately 14 to 15 months, with occupancy planned for mid 2001.

Estimated construction cost of the project would be approximately 20 million dollars (1999).

Approval Requirements

Following publication of the Draft EIR, there will be a written comment period and a public hearing before the Planning Commission to solicit public comment on the adequacy and accuracy of information presented in the Draft EIR. Following that comment period, responses to written and oral comments will be prepared and published in a Draft Summary of Comments and Responses document. The EIR will be revised as appropriate and presented to the Planning Commission for certification as to its accuracy, objectivity, and completeness. No approvals or permits may be issued before the EIR is certified as final

The project as proposed would require Planning Commission consideration and approval of the project application under *San Francisco Planning Code* Section 303 for Conditional Use (CU) authorization, including a Planned Unit Development (PUD) for the entire site under *Planning Code* Section 304, demolition of industrial buildings in an IPZ buffer area, and granting of a bulk exception to the 65-B Height and Bulk District. A parking shortfall will be addressed as either an exception to the PUD or as a parking variance.

The office component of the project would be subject to various applicable sections of the *Planning Code,* including the Office Affordable Housing Production Program (Section 313, applicable to office projects of more than 25,000 square feet of net new office space), and provision of child-care facilities (Section 314, applicable to office project of more than 50,000 square feet of net new office space). In addition, the project would be subject to the regulations concerning the annual limit on office construction (Sections 321 and 322).[2] The project would require building permits, which would require review and approval by the Planning Department and the Department of Building Inspection.

In November 1986, the voters of San Francisco approved *Proposition M, the Accountable Planning Initiative,* which added Section 101.1 to the *Planning Code* to establish eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an initial study under *CEQA* or adopting any zoning ordinance or development agreement, the City is required to find that the proposed project is consistent with the Priority Policies. The case report for the Conditional Use authorization, parking variance, and subsequent motions adopted by the Planning Commission will contain the analysis determining whether the proposed project is in compliance with the eight Priority Policies.

San Francisco General Plan Policies

The project would be reviewed by the Planning Commission in the context of applicable objectives and policies of the *San Francisco General Plan.* The following are some of the objectives and policies that may be relevant to the proposed project.

Commerce and Industry Element

- Objective 1, to "Manage economic growth and change to ensure enhancement of the total city living and working environment."
- Objective 1, Policy 1, to "Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated."

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[2] The project would be subject to the *Office Growth Limitation Ordinance (Ordinance* No. 414-85, which added Sections 320 through 325 to the *Planning Code,* as amended by *Proposition M*).

- Objective 1, Policy 3, to "Locate commercial and industrial activities according to a generalized commercial and industrial plan."

- Objective 2, to "Maintain and enhance a sound and diverse economic base and fiscal structure for the city."

- Objective 2, Policy 1, to "Seek to retain existing commercial activity and to attract new such activity to the city."

Transportation Element

- Objective 11, Policy 3, to "Encourage development that efficiently coordinates land use with transit service, requiring that developers address transit concerns as well as mitigate traffic problems."

- Objective 14, Policy 7, to "Encourage use of transit and other alternative modes of travel to the private automobile through the positioning of building entrances that prioritize access from these modes."

- Objective 16, Policy 3, to "Reduce parking demand through the provision of incentives for the use of carpools and vanpools at new and existing parking facilities throughout the City."

- Objective 16, Policy 4, to "Manage parking demand through appropriate pricing policies including the use of premium rates near employment centers well-served by transit, walking and bicycling, and progressive rate structures to encourage turnover and the efficient use of parking."

- Objective 16, Policy 5, to "Reduce parking demand through limiting the absolute amount of spaces and prioritizing the spaces for short-term and ride-share uses."

- Objective 17, Policy 2, to "Encourage collaboration and cooperation between property owners and developers to allow for the most efficient use of existing and new parking facilities."

- Objective 20, Policy 2, to "Reduce, relocate or prohibit automobile facility features on transit preferential streets, such as driveways and loading docks, to avoid traffic conflicts and automobile congestion."

- Objective 23, Policy 5, to "Minimize obstructions to through pedestrian movement on sidewalks by maintaining an unobstructed width that allows for passage of people, strollers and wheelchairs."

- Objective 24, Policy 2, to "Maintain and expand the planting of street trees."

- Objective 28, to "Provide secure and convenient parking facilities for bicycles."

- Objective 30, to "Ensure that the provision of new or enlarged parking facilities does not adversely affect the livability and desirability of the City and its various neighborhoods."

- Objective 30, Policy 1, to "Assure that new or enlarged parking facilities meet need, locational and design criteria."

- Objective 30, Policy 3, to "Maximize the efficient use of land devoted to parking by consolidating adjacent surface lots and garages into a parking structure, possibly containing residential, commercial or other uses."

- Objective 30, Policy 5, "In any large development, allocate a portion of the provided off-street parking spaces for compact automobiles, vanpools, bicycles and motorcycles commensurate with standards that are, at a minimum, representative of their proportion of the City's vehicle population."

- Objective 30, Policy 6, to "Make existing and new accessory parking available to nearby residents and the general public for use as short-term or evening parking when not being utilized by the business or institution to which it is accessory."

- Objective 40, Policy 1, to "Provide off-street facilities for freight loading and service vehicles on the site of new buildings sufficient to meet the demands generated by the intended uses. Seek opportunities to create new off-street loading facilities for existing buildings."

- Objective 40, Policy 8, to "Provide limited curbside loading spaces to meet the need for short-term courier deliveries/pickup."

Urban Design Element

- Objective 1, Policy 3, to "Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts."

- Objective 2, Policy 4, to "Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development."

- Objective 2, Policy 5, to "Use care in remodeling of older buildings, in order to enhance rather than weaken the original character of such buildings."

- Objective 2, Policy 6, to "Respect the character of older development nearby in the design of new buildings."

- Objective 3, Policy 1, to "Promote harmony in the visual relationships and transitions between new and older buildings."

- Objective 3, Policy 2, to "Avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance."

- Objective 3, Policy 5, to "Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development."

- Objective 3, Policy 6, to "Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction."

- Objective 3, Policy 13, to "Improve pedestrian areas by providing human scale and interest."

Community Safety Element

- Objective 1, to "Reduce hazards to life safety, minimize property damage and economic dislocations resulting from future earthquakes."
- Objective 2, to "Reduce structural and non-structural hazards to life safety, minimize property damage and resulting social, cultural, and economic dislocations resulting from future disasters."
- Objective 2, Policy 8, to "Preserve, consistent with life safety considerations, the architectural character of buildings and structures important to the unique visual image of San Francisco, and increase the likelihood that architecturally and historically valuable structures will survive future earthquakes."

REFERENCES

City and County of San Francisco, Department of City Planning, *San Francisco General Plan.*

3.0

ENVIRONMENTAL SETTING AND IMPACTS

The environmental setting and impacts of the project are described in this chapter. Topics include: Zoning and Land Use, Visual Quality and Shadows, Transportation, Historic Structures, and Growth Inducing Effects. Additional topics were analyzed in the Initial Study (Appendix A) and were found to be less than significant or to be mitigated by measures agreed to by the project sponsor; these issues require no further analysis.

3.1 ZONING AND LAND USE

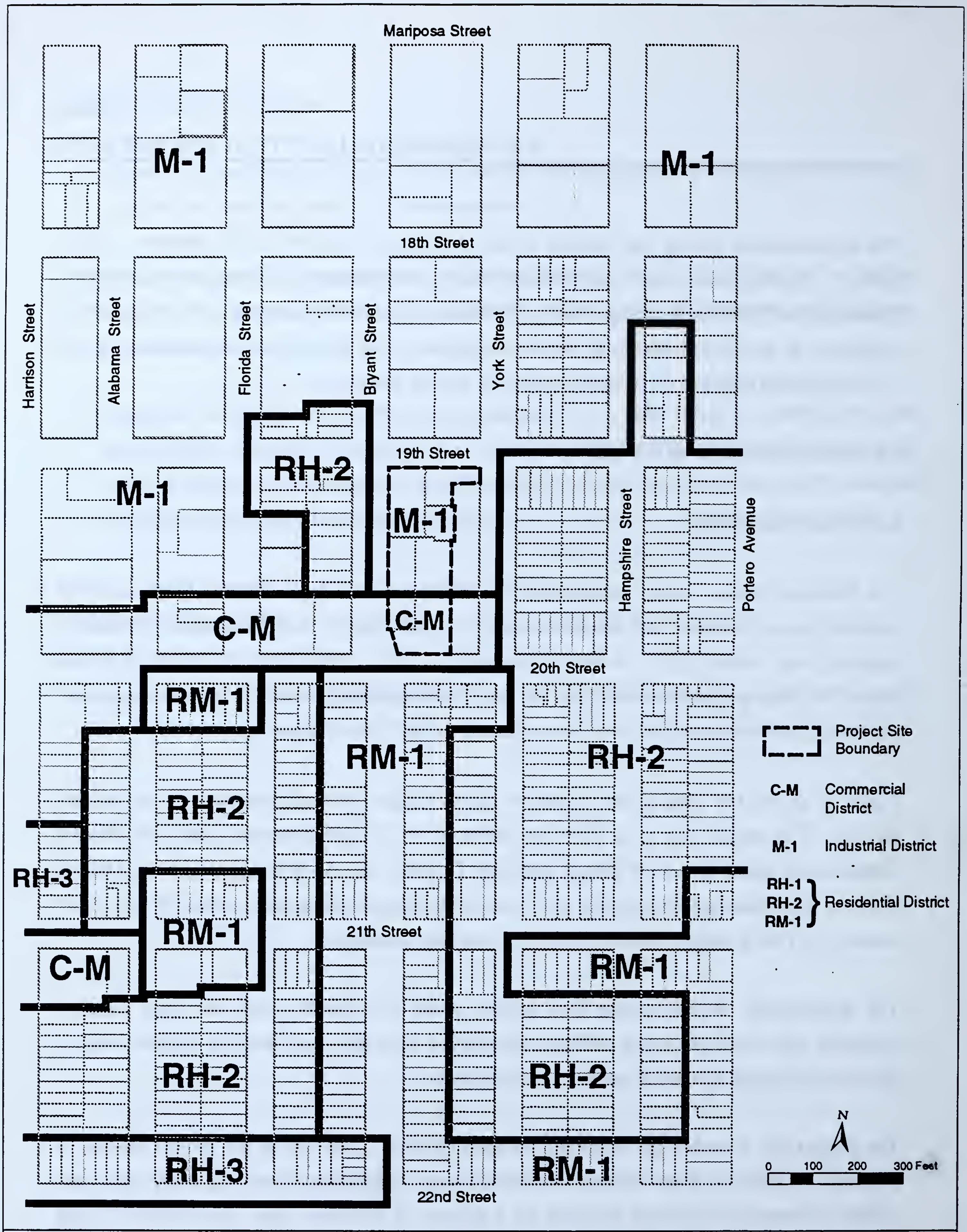
Environmental Setting

The *Planning Code,* which incorporates by reference the City's Zoning Maps, governs permitted uses, densities and the configuration of buildings in San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed action conforms to the *Planning Code,* or an exception is granted pursuant to provisions of the Code, or a reclassification of the site occurs.

Figure 8 shows the zoning and Figure 9 shows height and bulk districts in the project vicinity. The project site is in two Use Districts: M-1 (Light Industrial) and C-M (Heavy Commercial), and is in a 65-B Height and Bulk District. The 65-B Height and Bulk District allows a maximum building height of 65 feet, and limits building bulk above 50 feet to not exceed 110 feet in length and 125 feet in the diagonal dimension.

The approximate 80,800 square-foot project block is currently used for light industry including light manufacturing offices, arts-related activities and studios, import offices, recently completed live/work units, and vacant land.

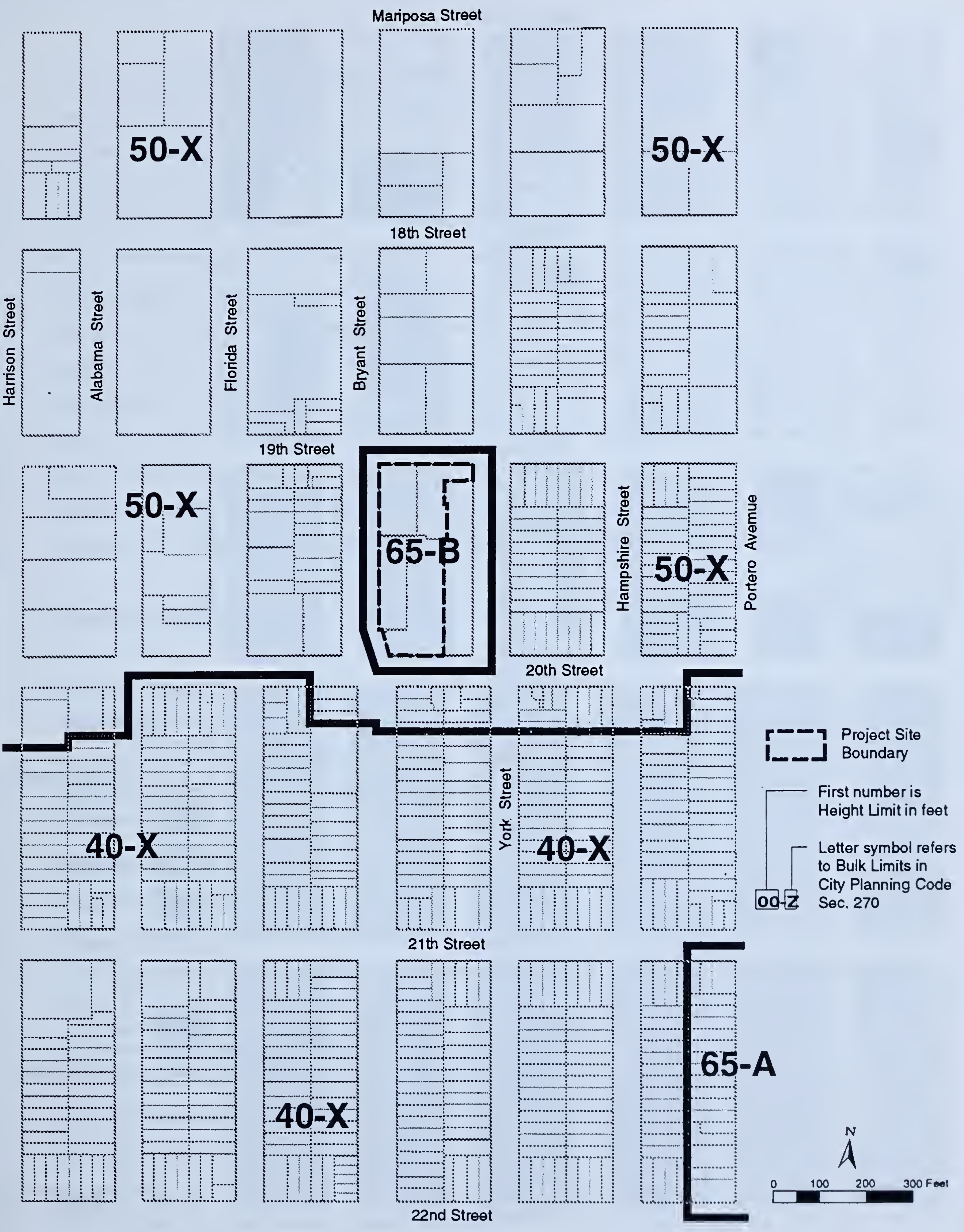
The project site is within the Northeast Mission District. Land use in the project vicinity is primarily devoted to light industry, residential uses, neighborhood-serving retail uses, and offices. Among the industrial land uses are a number of live/work units. See Figure 10 Land Use for specific land uses in the area.



Bryant Square Project

Figure 8: Zoning

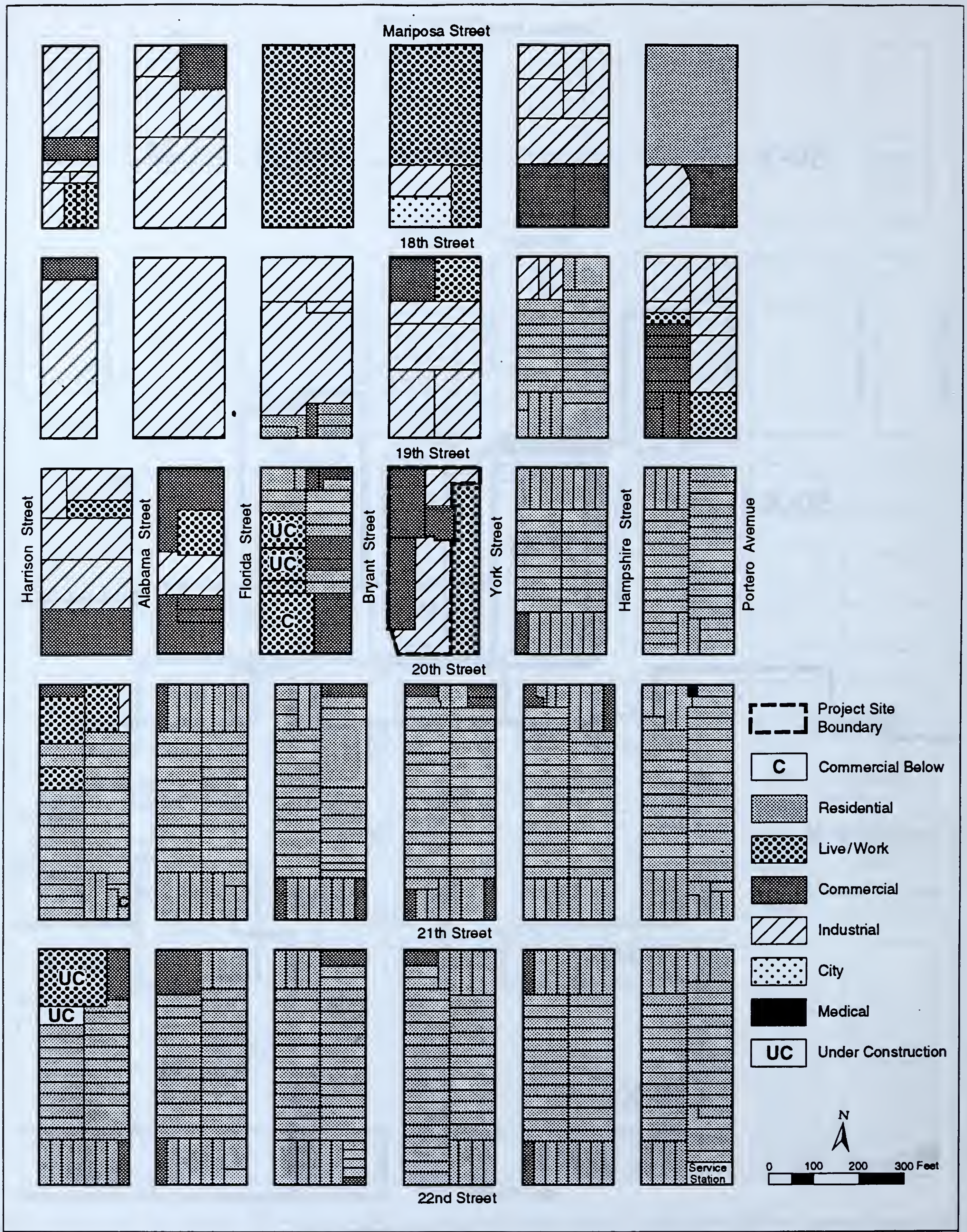
Maxwell & Associates



Bryant Square Project

Figure 9: Height and Bulk Districts

Maxwell & Associates



Bryant Square Project

Figure 10: Land Use

Maxwell & Associates

A mix of mid- to low-rise residential, commercial, and light industrial uses generally surround the project site, including a number of nighttime uses. Although a residence is located northeast of the project block across Bryant and 19th Streets, most of the land uses further to the northeast are primarily light industrial and commercial. North of the project block across 19th Street are light industrial uses. Further north and northeast are additional light industrial and commercial uses. East of the project block across York Street are single- and multi-family residences, and a bar at the southern end of the block. Further east are additional residences. South of the project block across 20th Street are single- and multi-family residences three-stories high, a market at the southeast corner of Bryant Street, and a delicatessen at the southwest corner of Bryant Street. Further southeast, south, and southwest are additional residences and neighborhood-serving retail uses. West of the project block across Bryant Street are a mix of one- to three-story uses, including two restaurants (one with a bar), offices, and light industrial uses, and single- and multi-family residences. Further west are additional commercial and light industrial uses.

Significance Criteria

Land use impacts of the project would be considered significant if the project were to substantially conflict with established uses of the area, or alter the existing or planned uses in the project vicinity in a negative manner, or if the project would disrupt or divide the physical arrangement of an established community.

Impacts

Above 50 feet, the proposed building on the corner of 20th and Bryant Streets (2125 Bryant Street) would measure about 202 feet in length and about 217 feet in the diagonal direction, which is greater than the allowable 110 feet in length and the 125 feet in the diagonal dimension. The proposed addition to the building on the corner of 19th and Bryant Streets (2101Bryant Street) would measure about 138 feet in length and about 144 feet in the diagonal direction. Exceptions to the bulk limit would need approval under Section 303 or 304 of the *San Francisco Planning Code.*

The proposed project would change the project site from light industry including light manufacturing and automobile repair, offices, arts-related activities and studios, import offices, live/work units[1], and vacant land to offices and retail uses. Existing live/work units would remain as would about 4,700 square feet of light industrial space.

The project would include approximately 166,815 gross-square feet including about 152,600 gross-square feet of office, about 9,550 gross-square feet of retail, and about 4,700 square feet of light industrial space. This intensification of use would not be substantial when considered in relation to the amount of existing commercial land uses in the immediate project vicinity. The proposed uses would be consistent with the character of the project area, and would not divide or disrupt an established community. Thus no significant land use impacts would occur as a result of the new uses proposed on the project site.

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[1] The San Francisco Planning Department does not have a record that indicates these live/work units were legally occupied.

3.2 VISUAL QUALITY AND SHADOWS

Environmental Setting

The project site fronts on four streets: 20th Street, York Street, 19th Street, and Bryant Street. The site contains several buildings: 2101 Bryant Street is a three-story, brick masonry industrial building dating from 1920; 2717-19th Street is a wood-sided one-story industrial building; 700 York Street (at the corner of 19th and York Streets) is a one-story wood-sided storage building; 2830 - 20th Street is a small one-story concrete block building behind 720 York Street (a recently renovated live/work building, which is not part of the project); 2125 Bryant Street is a circa 1911, three-story wood-frame industrial building with walls of plywood and corrugated metal; 2850 - 20th Street, which is behind 2125 Bryant Street, is a corrugated metal light industrial structure with a metal roof. Off-street parking is accommodated on paved areas between buildings. No mature trees are on the project site.

The project vicinity includes a mixture of architectural styles. To the west, northwest, north and far northeast are industrial and commercial land uses. The visual nature of these buildings include relatively long building facades generally built to lot lines mixed in with surface parking lots.

For many of the industrial/commercial buildings in the area, no ornament has been applied; the buildings are generally rectangular volumes with brick, concrete, or corrugated metal walls. For other buildings which were built until about 1930, a modest application of ornamental detail was applied to the street facade. Generally this detail came ultimately from Renaissance or Baroque European styles. The principal elements of this ornament were columns or pilasters, cornices, and frames around windows and doors. From about 1930, ornamental references were often to the Moderne Style, applied in the same compositional types. From the 1940s, the designs of many buildings referred to the International Style.

To the east, southeast, south, southwest, and immediately to the northeast of the project block are single- and multi-family wood-framed residences from two- to four-stories tall with retail uses on some corners. Older houses in the area date from the 1890's to the 1930's with more recent construction interspersed among them. Houses from the 19th Century are relatively ornate wooden houses (Victorian style) while more recent houses are either stucco or less ornate wooden houses. Directly across York Street, the houses are primarily stucco dating from about the 1930's.

Most buildings in the immediate project area range from about two- to three-stories tall. The existing brick building at the corner of 19th and Bryant Street is taller than most other buildings in the nearby project area. About two blocks north of the project site are three- to four-story buildings. San Francisco General Hospital, about four blocks southeast, is also a relatively tall structure.

Significance Criteria

The City has no formally adopted significance standards for potential impacts on visual quality. However, projects are normally found to have a significant impact if they would:

- Have a substantial, demonstrable negative aesthetic effect.
- Be substantially incompatible with the surrounding environment by introducing structures of substantially greater size, mass, and scale into the area.
- Substantially degrade or obstruct a scenic view or vista from a public area.
- Produce substantial new light or glare.

Environmental Impacts

Visual Character of the Proposed Project

The three-story brick building on the corner of Bryant and 19th Streets (2101 Bryant Street) would be seismically upgraded and renovated. A new partial fourth floor containing about 6,000 square feet would be added to the top. The altered Bryant Street entrance would be renovated. The more modern loading dock at the south end of the Bryant Street facade would be removed and replaced with industrial sash windows like others in the building. The one-story brick boiler room addition on the east facade would be demolished. The renovation would involve removing one original interior stairway at the southwest corner and a later stairway near the northwest corner. The restrooms and modern elevator would be upgraded.

This building would retain much of its existing visual character. The glazed exterior walls would make the addition distinct from the historic building and less conspicuous from the exterior.

The wood-sided storage building at the corner of 19th and York Streets would be demolished and replaced with a two-story building, resulting in little noticeable visual change to the area.

Both the existing 2125 Bryant Street and the 2850 – 20th Street buildings would be demolished. The proposed new building to replace these two buildings would be compatible with the scale and form of the adjacent historic building at 2101 Bryant Street.

Other buildings on the project block would not be noticeably changed, and changes to the visual character of the buildings on site would not change the visual character of the surrounding area.

Shadows

Section 295 of the *San Francisco Planning Code* was adopted in response to *Proposition K* (passed November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the Planning Commission finds the impacts to be insignificant. To determine whether this project would conform with Section 295, a shadow fan analysis was prepared by the Planning Department. This analysis determined that the project shadow would not shade public areas subject to Section 295. (A copy of the shadow fan analysis is available for review a the Planning Department, 1660 Mission Street.) Because of the proposed building height and the configuration of existing buildings in the vicinity, the new shading which would result from the project construction would be limited in scope, and would not increase the total amount of shading above levels which are common and generally accepted in urban areas.

Views

The five-story Bryant Square project would be taller than other structures in the immediate area. Note that the *San Francisco Planning Code* allows buildings 65 feet tall on the project block compared to 50 feet tall on all blocks surrounding the project site. (See Figure 9: Height and Bulk Districts, page 3-3.)

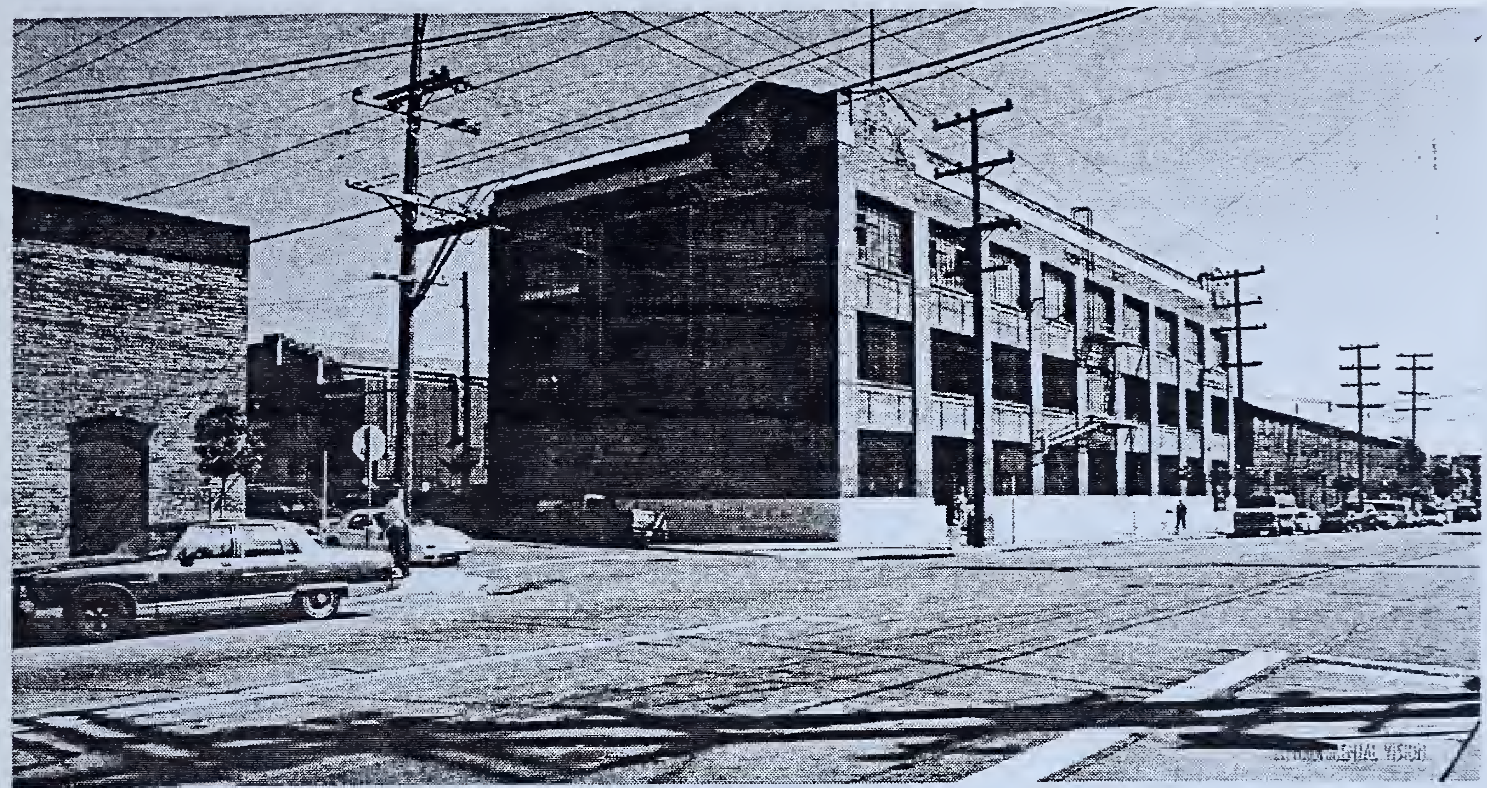
Computer-generated photomontages have been prepared in order to describe the level of visual impact that would occur as a result of the project's construction.

Figure 11 shows the view and a photo simulation from the corner of 19th Street and Bryant Street looking south along Bryant Street and east along 19th Street. A relatively small portion of the addition to the 2101 Bryant Street building would be visible along the Bryant Street frontage due to building setbacks and an existing parapet, while about 5 feet of the addition would be visible along the 19th Street frontage. The 2125 Bryant Street building would make the Bryant Street frontage appear more massive than the existing building, with the new building taller than the existing building and the 2101 Bryant Street Building. The current design for the 2125 Bryant Street building would add a new horizontal element to the area.

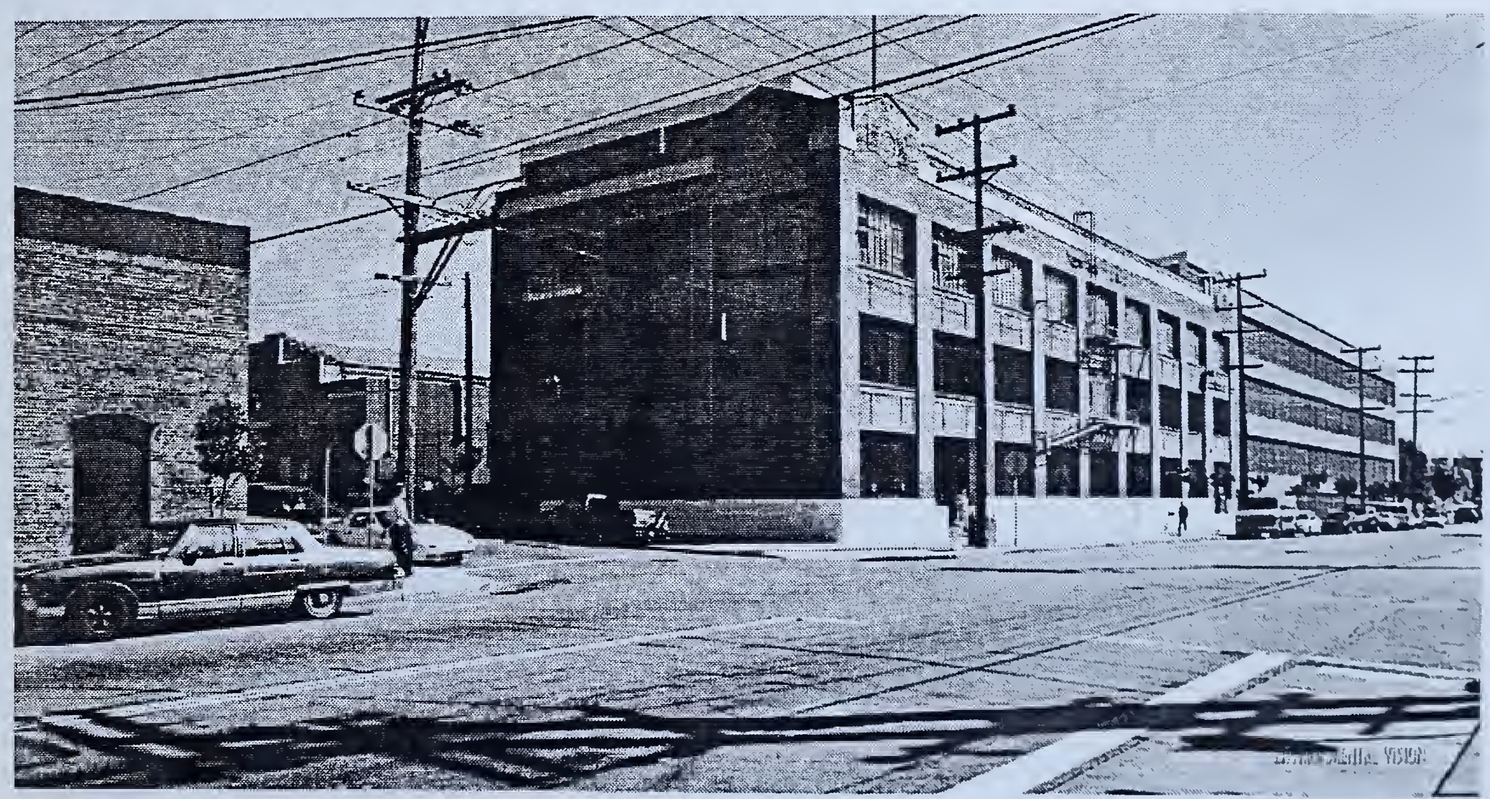
Figure 12 shows the view and a photo simulation from the corner of 20th Street and Bryant Street looking north along Bryant Street and east along 20th. The project would add a more massive building than currently exists on the site, which would largely obscure the view of the rear of the 720 York Street live/work units. The current project design would appear as a horizontal building in an area with no other strong horizontal elements.

Figure 13 shows the view and a photo simulation from the corner of 19th Street and York Street looking southwest at the corner. The new project building would add a more modern element to the corner of 19th and York Streets than currently exists and would obscure views of the side of the 720 York Street live/work units. The rear portion of the vertical addition of the 2101 Bryant Street building would be noticeable from 19th and York Streets.

In summary, the project would result in visual changes, and would alter views of the project site from vantage points in the surrounding area. The project would not, however, substantially alter scenic views or vistas enjoyed from public areas. Thus, the project's visual impacts could not be considered significant.



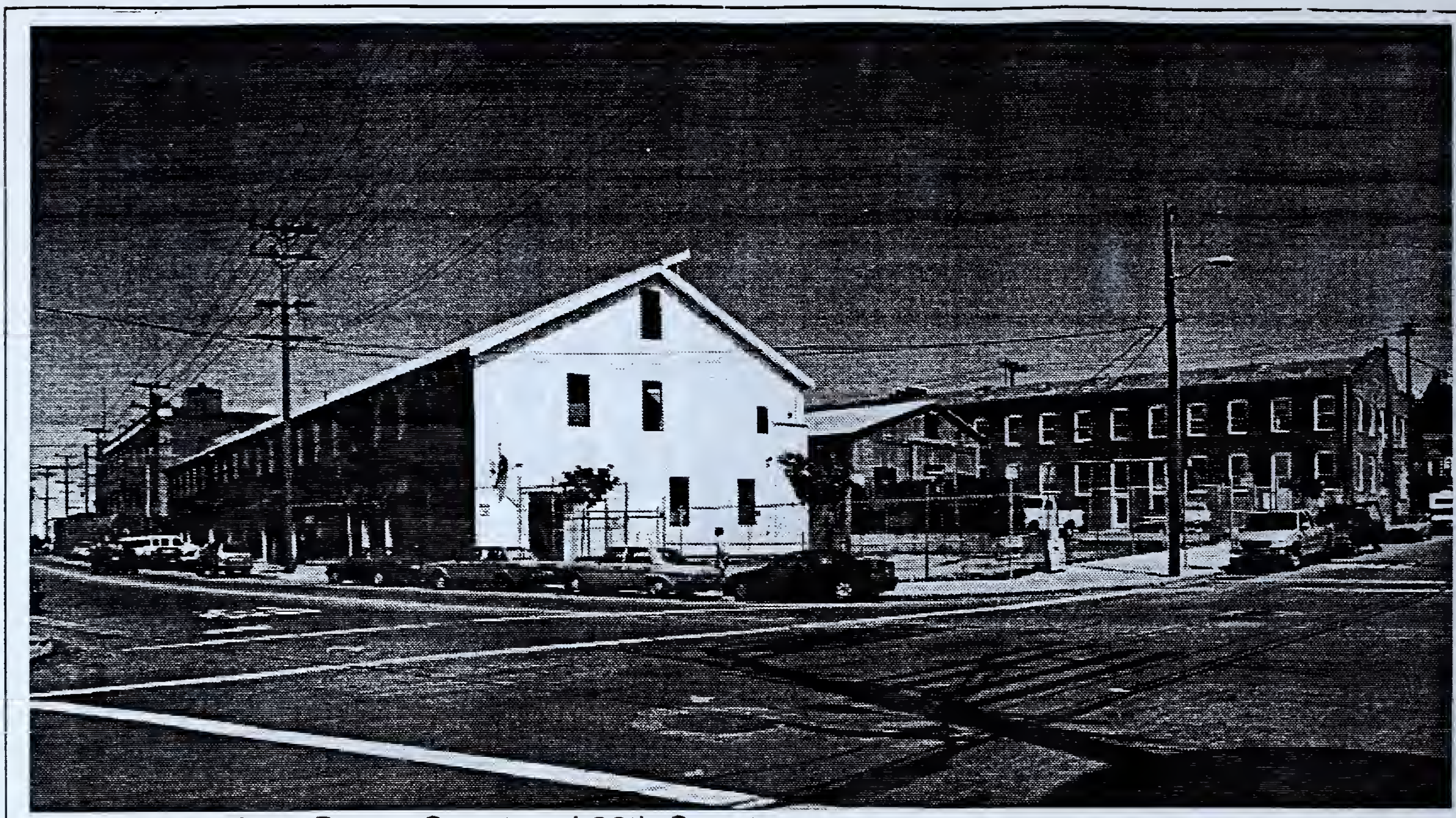
Existing view from Bryant Street and 19th Street



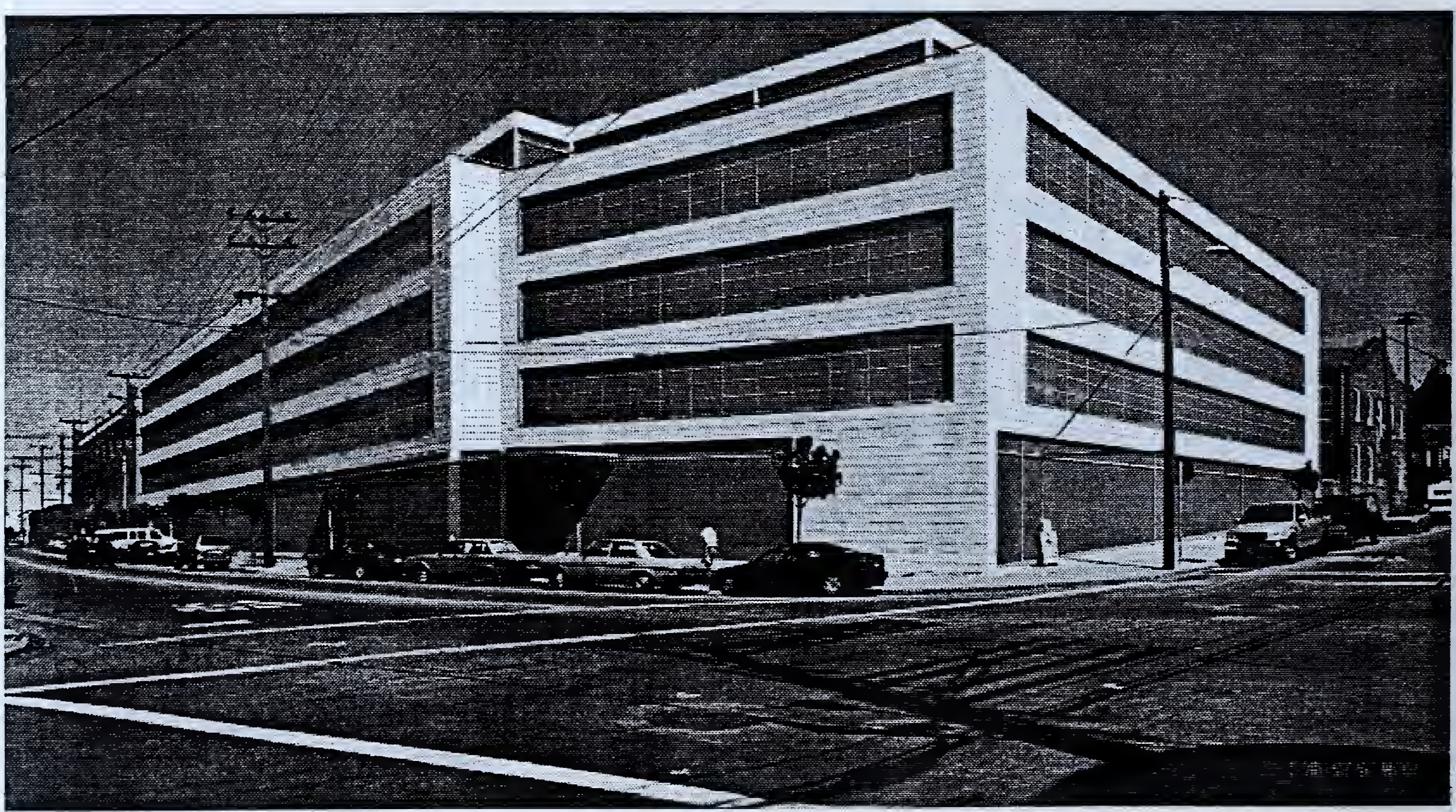
Visual simulation of proposed project

SOURCE: Environmental Vision, 1999.

Bryant Square Project	Figure 11: View and Simulation from Corner of Bryant Street and 19th Street	Maxwell & Associates



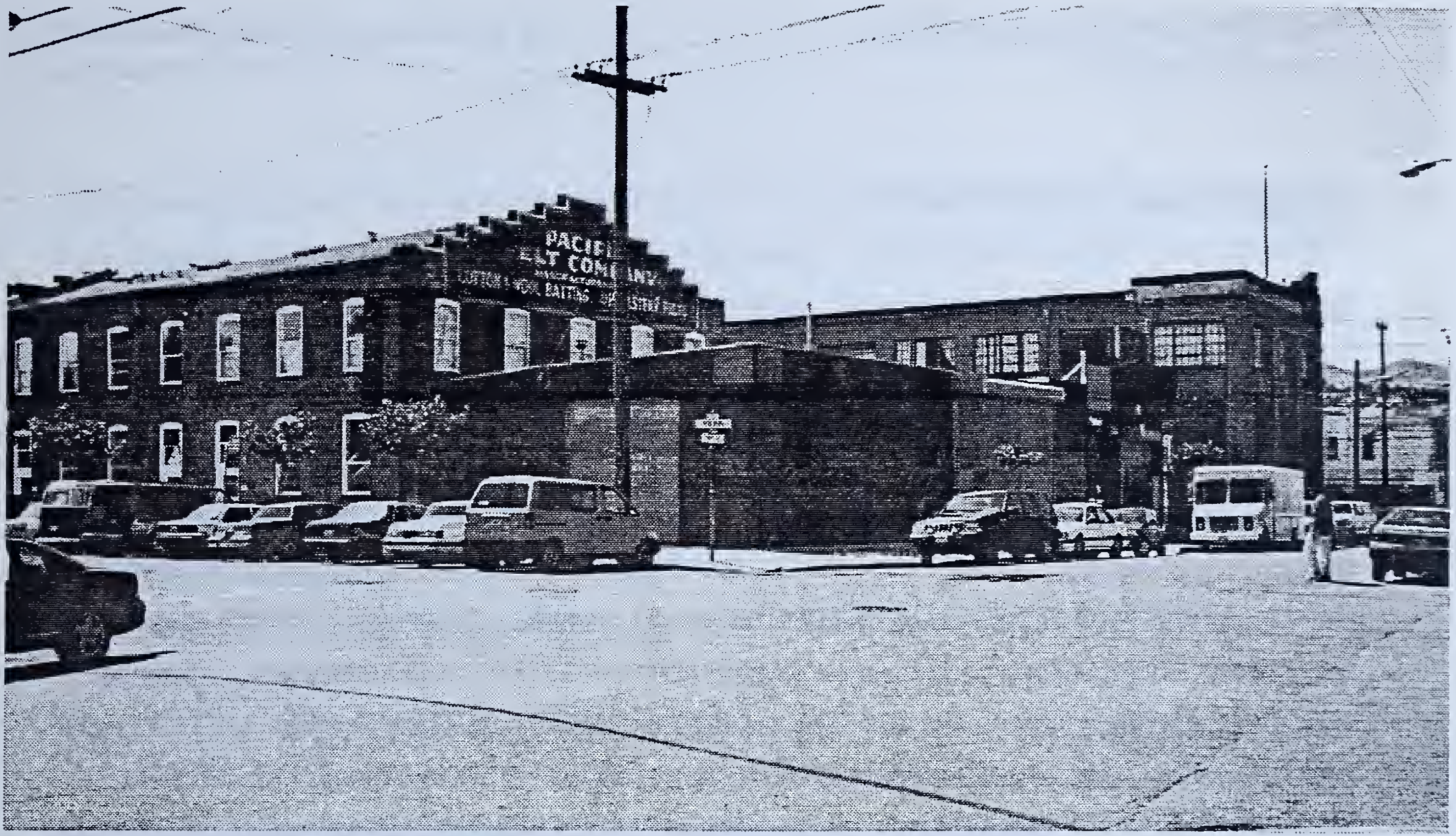
Existing view from Bryant Street and 20th Street



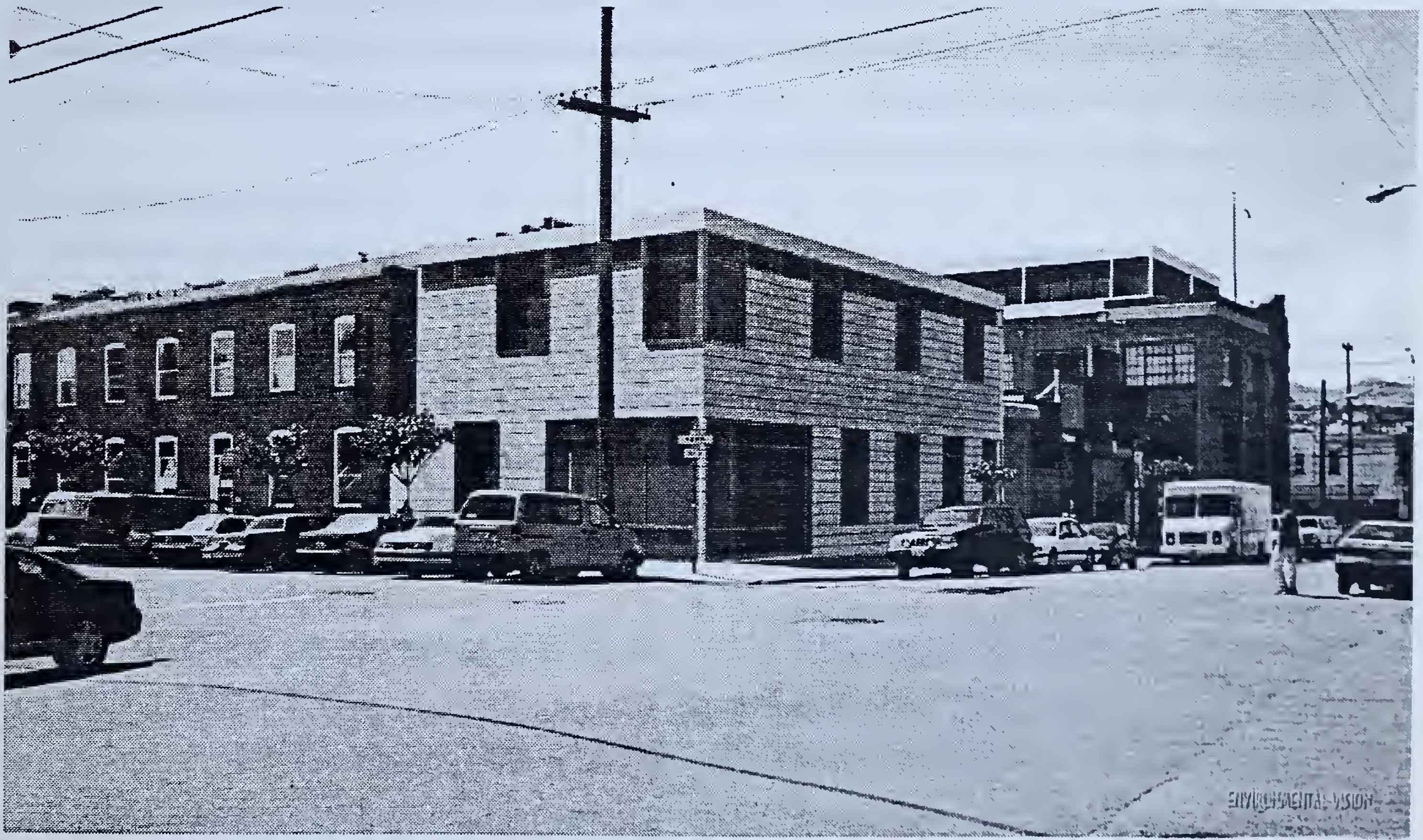
Visual simulation of proposed project

SOURCE: Environmental Vision, 1999.

Bryant Square Project	Figure 12: View and Simulation from Corner Bryant Street and 20th Street	Maxwell & Associates



Existing view from York Street and 19th Street



Visual simulation of proposed project

SOURCE: Environmental Vision, 1999.

Bryant Square Project	Figure 13: View and Simulation from Corner of York Street and19th Street	Maxwell & Associates

3.3 HISTORIC STRUCTURES[2]

Environmental Setting

Existing Historic Structures

The building at 2101 Bryant Street received a "4S" rating in the 1990 City of San Francisco Unreinforced Masonry Building Survey. A "4S" rating means the building may become eligible for the National Register of Historic Places after additional research and evaluation. Because of this rating and the reasons explained below, 2101 Bryant Street has conservatively been deemed "significant" for this EIR analysis pursuant to *CEQA* Section 21084.1. The evaluation form completed for the building during the Unreinforced Masonry Building Survey indicated that the building was constructed in 1920, though it does not supply much information about why the building was rated "4S." The form states: "for its location it is a dominant building on two streetscapes. Its design is industrial with large industrial sash windows. The building is intact as to walls, parapet, roof shape, fenestration, upper window sash, materials, entry, storefronts, design, and location."

According to an independent assessment, 2101 Bryant Street may be eligible for the California Register of Historic Resources because of its association with the Remler Company which occupied the building as its company headquarters for over 40 years and because it is an excellent example of industrial architecture from its period, and a fine industrial design by noted San Francisco architect Samuel L. Hyman. During the 1920s and 1930s, the Remler Company played a role in the development of radio design and technology in the United States. The company was the pioneer in use of super-heterodyne receivers, which greatly improved radio reception for consumers.

The building at 2101 Bryant Street retains a high level of historic integrity of location, design, setting, materials, workmanship, feeling and association. The overall form and design and original windows and brick walls remain extant. The only major alterations to the exterior are the relocated Bryant Street entrance (with interior stairs) built in the 1950s and the ground floor loading dock at the southern end of this facade. The original cornice has also been replaced with a horizontal concrete slab (probably to comply with the City's parapet ordinance). Although the interior has been subdivided, the interior wood-frame structure remains intact. The southern stairway and adjacent elevator are in their original location.

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[2] Hill, Ward, "Historic Architecture Evaluation Report for the Bryant Square Project," May 1999.

No other buildings on the project site have been identified as significant in surveys of the area, and there is no evidence that any are significant for purposes of this *CEQA* document. The building at 2125 Bryant and the adjacent corrugated metal building (2850 20th Street) are not associated with events or patterns of events that have made a significant contribution to the broad patterns of local and regional history and are not associated with the lives of persons important to the nation or to California's past. The architect for the 2125 Bryant Street building is unknown, and the exterior and interior of the 2125 Bryant Street building have been altered since original construction. The two buildings do not embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.

Significance Criteria

The City has no formally adopted significant standards for potential impacts on historic architectural resources. However, projects are normally found to have a significant effect on the environment if they would substantially disrupt or adversely affect the historic significance of a property or substantially conflict with preservation of buildings or districts subject to the provisions of Article 10 or Article 11 of the *Planning Code.* The Bryant Square buildings are not subject to Article 10 or Article 11.

The California Environmental. Quality Act (Public Resources Code 21084.1) states: "A project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment."

For purposes of this EIR, the term "historical resources" shall include a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources, or a resource listed in a local register of historic resources, or any other resource if it meets the criteria for listing on the California Register of Historic Resources. *(CEQA Guidelines*, Section 15064.5(a)(1-4))

A project with an effect that may cause a substantial adverse change in the significance of an historical resource *(i.e.,* physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired) is a project that may have a significant effect on the environment. *(CEQA Guidelines*, Section 15064.5(b)(1,2))

CEQA Guidelines, Section 15064.5(b)(3) states:

> "Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings . . . shall be considered as mitigated to a level of less than a significant impact on the historical resource."

Impacts on Historic Structures

Under the proposed project, the 2125 Bryant Street building would be demolished. This building is not a locally-designated historic resource and there is no evidence that it meets the definition of an historical resource under *CEQA*. Consequently its demolition would not constitute a significant effect.

The building at 2101 Bryant Street may be eligible for both the California Register of Historic Resources and the National Register of Historic Places. Thus the building at 2101 Bryant Street has conservatively been "deemed significant" for this EIR analysis pursuant to *CEQA* Section 21084.1. The project would alter the building and the analysis below considers whether it would result in a substantial adverse change in the significance of the resource.

The interior of the building has been divided into offices since the 1970s. No significant interior spaces survive today. The interior alterations proposed as part of the project would remove later undistinguished alterations. The interior wood-post structure with wood plank floors would be retained. The project would also remove and remodel a modern entrance area on Bryant Street and remove a later loading dock on Bryant Street. These alterations would not affect significant character-defining features on this facade.

None of the later alterations at 2101 Bryant Street have acquired historic significance in their own right. The boiler room on the east facade is an addition dating from the 1930s when the Remler Company occupied the building. This relatively small addition does not comprise a major portion of the historic site and it is a secondary structure without special historic, engineering or architectural significance. The entrance door and loading dock on Bryant Street are also later alterations. The removal of these modern alterations would not adversely change the historic character of the building.

The fourth-floor addition to 2101 Bryant Street would not radically change, destroy or obscure character-defining features of the historic building. Set back from the cornice line, the new story would be compatible with the scale and form of 2101 Bryant Street. The glazed exterior walls would make the fourth floor distinct from the historic building and less conspicuous from the exterior. Because of the setbacks, the addition would not generally be noticeable along the main Bryant Street frontage, although about 5 vertical feet of the addition would be visible along the 19th Street frontage.

If the proposed fourth floor addition at 2101 Bryant Street was removed in the future, the essential form and integrity of the building would not be impaired.

The new office building planned immediately adjacent to 2101 Bryant Street would cover the building's south facade. The south facade is currently visible next to the lower building at 2125 Bryant Street. The south facade of 2101 Bryant Street, however, is not a significant character-defining feature of the building. The design of the new building is intended to be compatible with the scale, form, and fenestration pattern of the historic building.

For all of the reasons stated above, and because the project sponsor has agreed to ensure that alterations to the 2101 Bryant Street building are consistent with the Secretary of the Interior's Standards, the proposed project would not have significant effect on historic architectural resources.

REFERENCES

Hill, Ward, "Historic Architecture Evaluation Report for the Bryant Square Project," May 1999.

3.4 TRANSPORTATION[3]

3.4.1 Environmental Setting

Regional Access

The project site is located in southeastern San Francisco in the Northeast Mission District. Regional access to and from the site is provided from Interstate 80 (I-80), U.S. 101, and Interstate 280 (I-280) via surface streets. Regional travel to and from the site would occur along Bryant Street and Potrero Avenue via Cesar Chavez Street from the south and 16th Street from the north.

I-80 is located to the northeast of the project site. I-80 provides access to and from the East Bay. Eastbound off-ramps are provided at 8th and Harrison Streets and westbound off-ramps at 7th and Bryant Streets. The closest I-80 freeway on-ramp is located on Bryant Street between 7th and 8th Streets.

U.S. 101 runs parallel to Bryant Street, just east of Potrero Avenue, and provides access from the Peninsula and South Bay and connections to the North Bay. Freeway northbound off-ramps are located at Cesar Chavez Street, Mariposa Street, and 9th and Bryant Streets.

Southbound off-ramps are located at Cesar Chavez Street and southbound on-ramps are located at 10th and Bryant Streets and Potrero Avenue at Cesar Chavez Street.

I-280, running north/south to the east of U.S. 101, also provides access from the Peninsula and the South Bay. Freeway off and on-ramps are located near 25th Street at Pennsylvania and Indiana Streets, at Mariposa Street, and at 6th and Brannan Streets in the South of Market District.

Local Street System

The site fronts on Bryant, 19th, York, and 20th Streets. It is located two blocks east of Potrero Avenue and seven blocks north of Cesar Chavez Street.

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[3] The Duffey Company, *Bryant Square Transportation Impact Report*, September 9, 1999.

Potrero Avenue is a six-lane two-way street running north/south to the east of the project block. It runs from Brannan Street in the north to Cesar Chavez Street in the south. Near the project block, Potrero Avenue has 15-foot sidewalks and on-street parking on both sides of the street. Potrero Avenue provides direct access to and from U.S. 101 at Cesar Chavez Street. All major intersections along Potrero Avenue are signalized. San Francisco General Hospital, located between 21st and 23rd Streets is a major traffic generator in this area. Potrero Avenue is designated as a Major Arterial, a Transit Preferential Street (Secondary Transit Street), and a Citywide Bicycle Route in the *San Francisco General Plan.*

Cesar Chavez Street is a two-way arterial that runs east/west through southeastern San Francisco. It has six lanes with turn pockets in the vicinity of Bryant Street. Near Bryant Street on-street parking is permitted on both sides of the street. Cesar Chavez Street provides direct access to and from U.S. 101 and I-280. Major intersections along Cesar Chavez Street are signalized. Cesar Chavez Street, between San Jose Avenue and Third Street, is designated as a Major Arterial in the *San Francisco General Plan.* Between Sanchez Street and Third Street, Cesar Chavez Street is designated as a Citywide Bicycle Route.

Sixteenth Street is a two-way street with two lanes in each direction near Bryant Street. Sixteenth Street provides east/west access in southeastern San Francisco from Illinois Street in the east to just west of Flint Street in the Castro District. Sixteenth Street, between Third Street and Castro Street, is designated as a Secondary Arterial and a Transit Preferential Street (Transit Oriented Primary Transit Street) in the *San Francisco General Plan.*

Bryant Street extends from The Embarcadero in the South of Market area to Precita Avenue in Peralta Heights. From The Embarcadero to Second Street, Bryant Street is a two- to three-lane two-way street. From Second Street to 11th Street, Bryant Street is a four-lane, one-way eastbound street with direct connections to the I-80 freeway. At 11th Street, Bryant Street transitions to a north/south, two-way street with one travel lane in each direction. Bryant Street is four lanes wide between 24th Street and Cesar Chavez Street and three lanes wide to the south of Cesar Chavez Street. In the vicinity of the project, Bryant Street has parking on both sides of the street. East of 11th Street, Bryant Street is designated as a Major Arterial in the *San Francisco General Plan.*

Potrero Avenue, Cesar Chavez Street, and 16th Street are included in the Metropolitan Transportation System (MTS) for regional, state, and federal transportation funding. Potrero Avenue and Cesar Chavez Street are also part of the city's Congestion Management Network.

Other streets adjacent to the project block (19th, York and 20th Streets) are all local service streets in the vicinity of the project site. They are two-way, two-lane streets with 25 mph speed limits and stop-sign controlled intersections.

Intersection Conditions

Existing traffic conditions were evaluated for the weekday p.m. peak hour (generally between 5:00 to 6:00 p.m.) conditions. Traffic counts were conducted on Wednesday, October 23, 1998 during the p.m. peak period (4:00 to 6:00 p.m.) for all intersections except the intersection at 16th and Bryant Streets. Counts conducted for the 1900 Bryant Street project on Wednesday, January 21, 1998 were used for this intersection to characterize existing conditions.[4]

Operating characteristics of intersections are described by the concept of Level of Service (LOS). LOS is a qualitative description of an intersection's performance based on the average delay per vehicle. Intersection Level of Service ranges from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. Typically, LOS E and F represent unacceptable levels of service. A detailed description of LOS is included in Appendix B, Transportation.

The intersections at 16th and Potrero Streets, 23rd Street and Potrero Avenue, and Bryant and Cesar Chavez Streets are signalized. The other intersections are stop-sign controlled. Table 2 summarizes the current level of service (LOS) for existing weekday p.m. peak hour conditions in the vicinity of the project site. All intersections currently operate at LOS C or better during the p.m. peak hour, except at 23rd Street and Potrero Avenue, which operates at LOS F.

The relatively heavy volume of through-traffic on Potrero Avenue in conjunction with the traffic flows to and from San Francisco General Hospital create traffic delays in this area.

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[4] Korve Engineering, *1900 Bryant Street Final Transportation Study Case No. 97.794*, prepared for the City and County of San Francisco Planning Department, May 13, 1998.

Table 2: Existing Intersection Level of Service, PM Peak Hour

Intersection	Delay (seconds/vehicle)	LOS
16th Street / Bryant Street	8.4	B
19th Street / Bryant Street	3.5	A
19th Street / York Street	1.3	A
20th Street / Bryant Street	4.0	A
20th Street / York Street	1.8	A
23rd Street / Potrero Avenue	**60.2**	**F**
Bryant Street / Cesar Chavez Street	18.1	C

Notes: Delay expressed as an average delay in seconds per vehicle.

Source: The Duffey Company, 1999.

Transit

Local transit service to the site is provided by the San Francisco Municipal Railway (MUNI). Seven bus lines provide east/west and north/south transit service in the vicinity of the project site. The bus routes serving the area operate below their capacity during the p.m. peak hour at the point of their maximum loading. While many of the Maximum Load Points are located near the project site, others are located more remotely from the project area.

Three downtown lines serve the project area: 9–San Bruno, 12–Folsom, and 27–Bryant. Three crosstown bus routes provide service in the project vicinity: the 22–Fillmore, 33–Stanyan, and 48–Quintara/24th. The 53–Southern Heights line provides community bus service in the project vicinity. It links Potrero Hill with the 16th Street BART Station via 16th Street.

The Bay Area Rapid Transit District (BART) operates regional rail transit service between the East Bay and San Francisco, and between northern San Mateo County and San Francisco. Within downtown San Francisco, BART operates under Market Street. The nearest BART station to the project site is at 16th and Mission Streets less than one mile from the project site.

During the p.m. peak hour, BART operates on 3 to 10 minute headways in San Francisco on each of its lines.

Parking

On-Site Parking

About 45 parking spaces are currently on the project block located in the parking alley that runs north/south the length of the block. As a result of recent subdivision and lot-line adjustments on this block, five Notices of Special Restrictions (NSRs) have been recorded at the San Francisco Recorders Office. The NSRs officially apportioned the existing parking spaces among the newly created lots and identified the legal parking deficiency associated with each of the new lots based on existing structures and uses.[5]

During the recent construction of the York Street live/work units, disruption of the existing on-site parking spaces occurred. These spaces were re-established at the conclusion of the current construction activities on the site.

On-Street Parking

A parking inventory and occupancy count for on-street parking spaces were conducted in the vicinity of the project site mid-day on Monday, October 5 and Tuesday, October 13, 1998. No off-street parking facilities are open to the general public within a two-block radius of the project site.

Most of the parking within the project area is unmetered parking without time restrictions. A residential parking permit program has been implemented in the vicinity of San Francisco General Hospital. On Potrero Avenue, between 19th and 22nd Streets; on Hampshire Street, between 18th and 22nd Streets; and on 19th through 22nd Streets, between Potrero Avenue and York Street, parking is limited to one-hour duration, except those with a "W" residential parking permit. On York Street, between 18th and 19th Streets, parking is restricted to a two-hour limit without a "W" residential parking permit. Parking restrictions on most other blocks are limited to street cleaning periods which occur primarily on Tuesdays, Thursdays, and Fridays in the early morning to early afternoon periods or between 12:00 and 6:00 a.m. on Mondays through Fridays.

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[5] A Notice of Special Restriction (95-F801964-00) was filed for Assessor's Block 4080, Lots 1 and 1A (commonly known as 720 York Street) on June 12, 1995 in association with the merger and re-subdivision of these two lots and was re-recorded (95-F905206-00) on December 26, 1995. On December 12, 1997, a new Notice of Special Restrictions (97-G272054-00) for a lot line adjustment for Assessor's Block 4080, Lots 2, 3, 4, 5, and 6 (commonly known as 720 York Street) was recorded on December 12, 1997. On July 9, 1999, two NSRs (1999G618142 and 1999G618143) were recorded to adjust the lot lines between the commercial and the live/work lots.

The occupancy rates in the parking survey area average about 100 percent. Parking demand in the area is observed to exceed parking supply on several streets. On many blocks, unattended double-parked cars were observed, trucks blocked the sidewalks and streets while loading and unloading goods, and cars were parked on the sidewalks both in driveways and parallel to the curb.

Pedestrian and Bicycle Conditions

Several streets in the area are designated as Citywide Bicycle Routes and as part of the San Francisco Department of Parking and Traffic signed bicycle route network. Potrero Avenue (#25), between 17th Street and Cesar Chavez Street, and Harrison Street (#25 and #33), between Division Street and Cesar Chavez Street, are north/south designated Citywide Bicycle Routes in the *San Francisco General Plan.* Designated east/west Citywide Bicycle Routes include 17th Street (#25 and #40) between Kansas and Clayton Streets; 22nd Street (#44) between Potrero Avenue and Chatanooga Street; and Cesar Chavez Street (#60) between Third Street and Sanchez Street. Potrero Avenue and 22nd Street are Class III signed bicycle routes (share travel lane with vehicles) while Harrison Street, north of 22nd Street, has a separate five-foot bicycle lane adjacent to each curb lane.

Pedestrian circulation in the sidewalks and crosswalks in the block surrounding the project site were observed during the p.m. peak hour. The sidewalks are generally 12 to 15 feet in width and can accommodate the number of pedestrians currently using the site. The eastside Bryant Street sidewalk narrows to six feet just north of 20th Street, but does not currently restrict pedestrian flows. Most of the pedestrians at the site currently use the sidewalks on Bryant Street and 19th Street, as the primary building entrances are located on these streets. Twentieth Street is currently dominated by industrial type uses with driveways and on-site parking. On York Street, during construction of the live/work units, the sidewalks have been used primarily by construction workers. Pedestrian activity on this block will likely increase upon continued occupancy of the new live/work units.

Pedestrian counts were conducted during the peak hour on the Bryant Street sidewalk at its narrowest segment adjacent to the proposed front entrance of the new office building near 20th Street. Counts were conducted on October 28, 1998. A level of service calculation indicated that the sidewalk currently operates at LOS A or free-flow conditions.

Significance Criteria

In San Francisco, a project is typically considered to have a significant effect on the environment if it would cause traffic at an intersection to deteriorate to an unacceptable level (from LOS D or better to LOS E or LOS F); interfere with existing transportation systems causing substantial alteration to circulation patterns or causing major traffic hazards; or contribute considerably to cumulative traffic increases at intersections that would result in deterioration of traffic conditions to unacceptable levels.

While the City has no formally adopted significance criteria for potential impacts related to transit, a project is typically considered to have a significant effect on the environment if it would cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity, substantially conflict with transit operations; or cause a substantial deterioration in transit service levels.

San Francisco General Plan policies emphasize the importance of public transit use and discourage the provision of facilities which encourage automobile use. Parking deficits are an inconvenience to drivers, but not a permanent physical impact on the environment. Faced with parking shortages, drivers generally seek and find alternative parking facilities farther from their destination or shift modes of travel. Because San Francisco has a relatively high degree of intracity transit service, transit is a true option to driving for many people. Therefore, the creation of parking demand which cannot be met by existing or proposed parking facilities would not, of itself, be considered a significant environmental effect. However, the City would generally consider whether the unmet parking demand would result in other significant physical effects or hazardous conditions.

The project would be considered to have a significant effect on the environment if it were to result in substantial pedestrian overcrowding on public sidewalks; create substantially hazardous conditions for pedestrians or bicyclists; or otherwise substantially interfere with pedestrian and bicycle accessibility of the site and to adjoining areas.

For freight loading, a significant project impact would occur if the inadequacy of project loading facilities for the proposed project resulted in substantial traffic disruption on streets adjacent to the project site or if pedestrian flows were substantially disrupted.

Impacts

Project Trip Generation

Transportation impacts associated with the proposed Bryant Square project were determined based on an estimate of the total person trips generated by the project. Person trips were estimated by category of proposed use and broken down by mode of travel based on geographic trip distribution. Vehicular trips were estimated by applying an average auto occupancy rate, split by inbound and outbound movements and distributed to the roadway system to identify the potential impacts at affected intersections.

Person-trip generation rates for the proposed project were based on the Planning Department's *Guidelines for Environmental Review*.[6] Pedestrian and vehicular counts were conducted at the existing site during the p.m. peak hour to determine the number of trips currently occurring at the site.[7] These trips were subtracted from the total trips for the proposed project to determine the net increase in daily trips (inbound and outbound) to the site. The proposed project would generate approximately 3,324 net new daily person trips and 218 net new p.m. peak hour trips. Daily and p.m. peak hour trip generation rates for the proposed project are summarized in Table 3, below.

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[6] San Francisco Planning Department, *Guidelines for Environmental Review: Transportation Impacts,* July 1991.

[7] On October 6, 1998, 15-minute trip counts were taken during the p.m. peak hour at the four access points serving existing uses on the project block. Based on an observed 20 person trips during the 15-minute period, 80 person trips were estimated to occur during the peak hour. Using prescribed peak hour splits for office and industrial uses, approximately 915 daily trips were estimated to occur at the site. The industrial trips were netted out of the proposed industrial use resulting in no new net industrial trips and the remaining 880 trips were netted out of the office uses.

Table 3: Proposed Project Trip Generation

Land Use	Size Gross Square Feet	Daily Trip Rate	New Daily Trips	Net New Daily Trips	PM Peak Hou Percentage	PM Peak Hour Trips
Office	152,590 sq. ft.	18.1	2,762	1,884	8.5%	160
Retail	9,550 sq. ft.	150.0	1,440	1,440	4.0%	58
Industrial	4,675 sq. ft.	7.9	37	0	12.4%	0
TOTAL	**166,815 sq. ft.**	—	**4,239**	**3,324**	—	**218**

Source: San Francisco Planning Department *Guidelines for Environmental Review, Transportation Impacts,* July 1991; The Duffey Company, 1999.

Trips were broken into work and non-work trip categories by type of use and the trip origin was identified. Most of the work-related office and retail trips originate in San Francisco (58 trips) or the South Bay (34 trips). The remaining trips originate in the North or East Bay or other locations. The majority of p.m. peak hour transit trips (25 trips) and all walk trips originate in San Francisco. The trip distribution of auto trips was used to assign trips to the surrounding street network and assess the level of impact on the key intersections identified for analysis for this project.

The p.m. peak hour person trips were assigned to a mode of travel (by trip origin) to determine the impact on each of the respective transportation systems. The break down of trips is summarized in Table 4. Approximately 68 percent of the p.m. peak hour person trips to and from the site travel by automobile, 18 percent by transit, 11 percent walk, and the remaining three percent travel by other modes. This translates to 110 vehicle trips and 39 transit trips during the p.m. peak hour.

Site Circulation

New circulation patterns would be established in the vicinity of the project block as a result of the implementation of the Bryant Square project. The existing driveway bisecting the site and running between 19th and 20th Street would be converted to a pedestrian alley with access for service vehicles only from 19th Street via a 95-foot long driveway (approximately 34 feet wide).

Table 4: PM Peak Hour Person and Vehicle Trips

	Person Trips					Vehicle Trips		
	Auto	**Transit**	**Walk**	**Other**	**Total**	**Inbound**	**Outbound**	**Total**
Number of Trips	148	39	24	7	218	28	82	110
Percent Total Trips	68%	18%	11%	3%	100%	25%	75%	100%

Source: The Duffey Company, 1999.

The primary access point for the Bryant Square project would be from Bryant Street, where the inbound and outbound driveways to the underground parking garage would be provided. While traffic levels would increase with the new development, access would be focused on Bryant Street, which has mixed uses, including residential, rather than on quieter residential streets in the neighborhood. Most north/south traffic to/from the project site would be expected to use Bryant Street, rather than quieter residential streets. As stated in the Section 3.4.1 Environmental setting, regional travel to and from the site would occur along Bryant Street and Potrero Avenue via Cesar Chavez Street from the south and 16th Street from the north.

Traffic Impacts

Intersection analysis was conducted for the p.m. peak hour for seven study intersections within the project area using the *1994 Highway Capacity Manual.* Three scenarios were analyzed: Existing Plus Project, Existing Plus Project Plus Live/Work, and Cumulative 2010. The Existing Plus Project condition adds only the trips generated from the proposed Bryant Square to the existing traffic at the study intersections. The Existing Plus Project Plus Live/Work condition adds the project generated trips and the trips generated from the live/work units and office space finishing construction at 720 York Street to the existing intersection traffic volumes. The Cumulative 2010 analysis is performed using a one percent annual background traffic growth to project future traffic volumes. It is adjusted to account for particular trip patterns associated with the proposed project and the trips that will be generated from the completed 720 York live/work units and office space on the project block once they are occupied. The calculated levels of service for study intersections for the existing conditions, existing condition plus the project, existing plus project plus live/work, and cumulative 2010 conditions are summarized in Table 5.

Table 5: Intersection Level of Service, PM Peak Hour

	Existing		Existing + Project		Existing + Project + Live work		Cumulative 2010		
Intersection			**Delay[a]**	**LOS**	**Delay**	**LOS**	**Dela**	**LOS**	**% Cum. Growth[b]**
16th St. / Bryant St.	8.4	B	8.6	B	8.7	B	9.5	B	15%
19th St. / Bryant St.	3.5	A	3.8	A	4.0	A	4.3	B	34%
19th St. / York St.	1.3	A	1.3	A	1.3	A	1.3	A	0%
20th St. / Bryant St.	4.0	A	4.6	B	4.6	B	5.3	B	34%
20th St. / York St.	1.8	A	2.0	A	2.0	A	2.1	A	51%
23rd St. / Potrero Av.	**60.2**	**F**	**65.1**	**F**	**65.8**	**F**	**113.2**	**F**	**10%**
Bryant St. / Cesar Chavez St.	18.1	C	18.1	C	18.1	C	21.2	C	6%

[a] Delay is expressed as an average delay in seconds per vehicle for signalized intersections.

[b] This would be the project's percent of cumulative growth at the intersection.

Source: The Duffey Company, 1999.

Under the Existing Plus Project condition, the level of service at each of the study intersections, except at 20th and Bryant Streets, would remain the same as under the Existing Condition. At 20th and Bryant Streets, the eastern approach to the unsignalized intersection would change from LOS A to LOS B as traffic volumes associated with the project increase. At the 23rd Street and Potrero Avenue intersection, vehicles would experience an increase of about 5.0 seconds of average delay. The intersection would continue to operate at LOS F. Other intersections in the project area would experience less than a one second increase in average delay. Implementation of the Bryant Square project would not result in significant traffic impacts, as no degradation of service levels to unacceptable levels would occur.

Under the Existing Plus Project Plus Live/Work condition, the level of service would remain the same as under the Existing Plus Project condition. Increases in delays experienced at some intersections would be less than a one second increase.

Under the Cumulative 2010 condition, the average vehicular delays would increase at all intersections, except for at 19th and York Streets. The southern approach to the 19th and Bryant Streets intersection would change from LOS A to LOS B, due to overall traffic growth and the eastern approach to the 20th and Bryant Streets intersection would operate at LOS B as under the Existing Plus Project scenario. At the 23rd Street and Potrero Avenue intersection, the level of service would remain at LOS F, but the average vehicular delays would be expected to nearly double if travel patterns remained the same as they are today. This would result from the increase in southbound through and left turning vehicular traffic on Potrero Avenue during the p.m. peak hour. The proposed Bryant Square project would contribute 10 percent of the total traffic growth of this intersection. At the remaining intersections, the average vehicular delays would increase from 0.5 to 3.0 seconds.

Under the future Cumulative 2010 conditions, the increase in average delays experienced by drivers at the 23rd Street and Potrero Avenue intersection would increase, resulting in significant traffic impacts. The Bryant Square contribution of 10 percent of total traffic growth would be contributory to the significant impacts (an increase of about 53 seconds of average delay) at this intersection. Mitigation Measure F.1, modification of signal timing, page 4-5, would reduce this impact to a less-than-significant level.

Transit Impacts

Maximum Load Point analysis was conducted for the seven MUNI lines serving the project vicinity to determine if the proposed increase in demand on transit service would exceed the available capacity and result in a significant impact.

The proposed Bryant Square project would generate an estimated 39 p.m. peak hour transit trips (less than an addition of one-half a MUNI bus). Of the total trips, 30 would be outbound trips and 9 would be inbound trips. All of these trips would use the MUNI system, although some riders may transfer to other transit systems such as BART or Caltrain to complete their trips.

The transit trips would use the seven MUNI lines serving the project area. Based on the p.m. peak hour Maximum Load Point capacity analysis completed for the Existing Condition, adequate capacity exists to serve the project generated transit trips. No significant transit impacts would occur as a result of the implementation of the proposed Bryant Square project.

Parking Impacts

The parking impacts of the proposed project were evaluated by estimating parking demand and *San Francisco Planning Code* required parking, and comparing it to the proposed parking supply. See Table 6 for a summary of code required parking and parking demand.

Table 6: Parking Code Requirements and Demand

				Parking Demand		
Location	**Code Requirement**	**Allowable Deficit**[a]	**Adjusted Code Requirement**	**Long-Term**	**Short-Term**	**Total**
Office	260	5	255	188	28	216
Retail	16	0	16	21	67	88
Industrial	2[b]	1	1	4	1	5
Total	**278**	**6**	**272**	**213**	**96**	**309**

a The total parking deficit for the project site, as described in the Notice of Special Restriction (NSR), is 19 spaces. The allowable deficit of six spaces carries forward only the deficit for those existing buildings that will remain in their current use or will be renovated.

b The 1999 NSR (1999G618142) for the project block required that two parking spaces be provided for the 2117 19th Street building site, with one allowable deficit space for a total requirement of one space. This requirement would continue, as there is no change in use of the structure. A deficit of five spaces was identified for the 2101 Bryant Street building, which would be renovated and would add one story.

Source: Section 151, *San Francisco Planning Code*; San Francisco Planning Department, *Guidelines for Environmental Review: Transportation Impacts,* July 1991; and The Duffey Company, 1999.

The *San Francisco Planning Code* requires office development to provide one parking space per 500 square feet of occupied floor area and retail development to provide one space per 500 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet. The code required parking spaces for the industrial use were taken directly from the 1999

Notice of Special Restriction (NSR), as no change in use is proposed for this building.[8] The legal parking deficiencies permitted for 2101 Bryant Street and at 2717-19th Street were applied to the calculated code required parking to determine the total parking requirement of 272 spaces for the Bryant Square project.

For Planned Unit Developments (PUDs), Section 304(d)(2) of the *San Francisco Planning Code* provides that developments shall, "provide off-street parking adequate for the occupancy proposed." The *San Francisco Planning Code* also requires the designation of one handicapped parking space for every 25 off-street spaces provided and one bicycle parking space for every 20 off-street parking spaces provided.

The parking demand was calculated using the Planning Department's *Guidelines for Environmental Review.* Long- and short-term parking demand was calculated for the office, retail, and industrial uses proposed as part of the Bryant Square project. The Bryant Square project would generate an estimated parking demand of 309 spaces: 213 for long-term use and 96 for short-term use.

One on-street parking space would be removed from Bryant Street where the proposed driveway to the parking garage would be located. Two new parking spaces would be gained on 20th Street where existing driveways would be eliminated. Along York and 19th Streets there would be no change to the curb cuts or on-street parking supply.

Table 7 compares the proposed off-street parking supply with parking demand and code requirement for the entire block on which the project is located. Currently 45 surface parking spaces are located on the project block. The Bryant Square project proposes to provide a total of 301 valet-assisted parking spaces (203 independently accessible parking spaces) on-site to serve the needs of both the Bryant Square project and the recently constructed 720 York Street live/work units.

The parking spaces would be located in a two-story parking garage with ingress and egress mid-block on Bryant Street. One entry lane and one exit lane would be provided for the garage. The entry equipment for the garage would be located at the foot of the garage ramp,

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[8] Notice of Special Restrictions (1999G618142) for a lot line adjustment for Assessor's Block 4080, Lots 7,11,12, and 14 (commonly known as 720 York Street) recorded on July 9, 1999.

Table 7: Parking Supply Surplus/Shortfall

Bryant Square	Parking Supply	Code Requirement	Code to Supply Surplus/Shortfall	Parking Demand	Demand to Supply Surplus/Shortfall
Valet spaces – 16 for 720 York St.	285 [a]	272	+13	309	-24
Independently accessible spaces	187 [a]	272	-85	309	-122
Valet spaces – 45 for 720 York St.	256 [b]	272	-16	309	-53
Independently accessible spaces	158 [b]	272	-114	309	-151

[a] Sixteen parking spaces have been deleted from the parking supply total to take into account the 16-space parking requirement for the 720 York parcel based on NSR (1999G618143).

[b] Subsequent to approval of the 720 York Street project, the Planning Commission adopted a policy requiring one parking space per live/work unit. To meet this requirement, 720 York Street would need to provide 29 additional parking spaces for the 35 live/work and 10 work only units. Bryant Square has proposed to provide 29 valet parking spaces in addition to the 16 spaces required for the 720 York Street units. Thus 45 spaces have been deleted from the parking supply for this scenario.

Source: The Duffey Company, 1999; Maxwell & Associates, 1999.

allowing on-site queuing of up to three vehicles without disrupting traffic or transit flows on Bryant Street. A valet-staging area, which could accommodate ten to twelve cars, would be provided in the middle aisle of the first floor of the parking garage. The central cashier would be located next to the elevator shaft to collect parking fees prior to cars exiting the garage. On weekdays, the garage would provide valet-assisted parking operations to accommodate the peak parking demand. The number of valet attendants would vary depending upon the parking demand characteristics throughout the day. At night and on weekends when the primary demand for parking would be the residents of the block, the garage would operate as a self-park facility with a card-entry system.

Twelve parking spaces within the garage would be designated for handicapped parking stalls (six on each parking garage level near the elevator), consistent with *San Francisco Planning*

Code requirements. Fifteen bicycle parking spaces would be provided within the street level courtyard, as required by the *San Francisco Planning Code*.

The previously recorded Notice of Special Restriction for the block requires that 16 parking spaces be provided for the 720 York Street project. Combined with the 272 spaces required for the Bryant Square project, the total code required parking for the block would be 288 spaces. This represents a surplus of 13 spaces above the code required parking for the Bryant Square project. When compared to the estimated parking demand, the 301 total parking spaces (including valet-assisted spaces) provided for the Bryant Square project would result in a 24-space shortfall. When comparing this parking demand to the 203 independently-accessible spaces, a 122-space shortfall would result. Only a maximum of 203 of the parking spaces could be provided on an independently accessible basis, and as a result parking requirements are proposed to be met through the provision of valet-assisted parking. An exception through the PUD process or a variance would be required to allow this proposed parking arrangement.

The project sponsor has proposed providing one parking space per unit for the live/work and office units at 720 York Street, which would translate to provision of 45 parking spaces. This would respond to the current Planning Commission parking requirement for live/work units and would also include one space for each of the 10 work-only units. If 45 spaces were reserved for the 720 York Street live/work units in the new parking garage, the parking shortfall on the block would be 16 spaces when compared to the total parking supply (including valet-assisted spaces) and 114 spaces when compared to the independently-accessible parking supply. The parking shortfall based on estimated parking demand for the Bryant Square project would be 53 spaces when compared to the total parking supply (including valet-assisted spaces) and 151 spaces when compared to the independently-accessible parking supply.

The result of the parking shortfall associated with the development of the proposed project would be increasing competition for limited on-street parking, which is currently near or exceeding capacity. The parking occupancy in the project vicinity presently averages 100 percent during the mid-day period. On the project block, York Street parking occupancy was observed to exceed 100 percent with cars double-parked and blocking driveways. This condition may have been compounded by the construction related vehicles occupying the west side of York Street when counts were conducted. On 19th, 20th, and Bryant Streets, the parking occupancy averaged 88 to 100 percent. Parking on these streets is not currently metered nor is it posted for parking time limits. With the proposed new retail and office uses associated with the project, the introduction of parking meters or time restrictions may be warranted on Bryant Street, 19th Street, and 20th Street curbs bordering the project block to ensure adequate turnover of short-term parking spaces serving the project site.

Parking shortfalls relative to demand are not considered significant environmental impacts in the urban context of San Francisco. Parking deficits are an inconvenience to drivers, but not a permanent physical impact on the environment. The City's "Transit First" policy encourages a shift from the personal automobile to public transit. Faced with parking shortages, drivers generally seek and find alternative parking facilities farther from their destination or shift modes of travel. The on-street parking conditions in the project vicinity would be impacted by a short-fall in on-site parking, but the impact would not be considered significant based on City of San Francisco policy.

Pedestrian and Bicycle Impacts

The number of bicycle trips generated by the project has not been specifically identified. The project would generate a total of seven p.m. peak hour trips using "other" modes of travel, including bicycle. Bicyclists traveling to and from the site would use Potrero Avenue or Harrison Street as the north/south bicycle routes or 17th Street, 22nd Street, or Cesar Chavez Street for east/west access. The relatively small number of bicyclists projected to be traveling to and from the site would not result in a significant impact on the bicycle network or street system.

The Bryant Square project would generate an additional 24 walk trips during the p.m. peak hour. These pedestrians would use Bryant Street to access the main project buildings. Access would be provided off 19th Street for the two smaller buildings located on this street. Internal to the site, pedestrians would be able to walk from one end of the block to the other on a north/south oriented pedestrian alley and courtyard system. Secondary pedestrian accesses to the Bryant Street buildings would be provided off of this alley.

To assess the potential pedestrian impacts associated with the Bryant Square project, a pedestrian level of service analysis was conducted at the narrowest point of the Bryant Street sidewalk, near the proposed main building entry, where the sidewalk narrows down to six feet wide. For a worst-case analysis, all pedestrians trips to and from the site were assumed to walk past this critical narrow sidewalk segment on Bryant Street during the p.m. peak hour. The flow rates would remain unobstructed and would stay at LOS A.

The Bryant Square project would not result in a degradation of pedestrian service levels nor would the pedestrian flows be impeded. The implementation of the project would not result in a significant pedestrian impact.

Freight Loading Impacts

The loading impacts of the proposed project were evaluated by estimated loading space demand and comparing it to *San Francisco Planning Code* requirements and the proposed supply. The *San Francisco Planning Code* requires one loading space for up to 200,000 gross square feet of floor area of office space. No loading spaces are required for less than 10,000 square feet of retail space. The Bryant Square project would require a total of one loading space and the proposed project would meet this requirement on-site.

Freight and service vehicle delivery and loading demand were calculated using the *Guidelines for Environmental Review: Transportation Impacts.* The combined office and retail uses would generate about 35 daily service vehicle or truck trips to the project site. The freight loading demand during an average hour would be 1.56 loading spaces and the demand during a peak hour would be 1.94 spaces.

The project proposes to provide one off-street loading space located off of 19th Street. The loading space would be accessed from a proposed combined service driveway and pedestrian alley that is currently used for parking. The driveway is about 95 feet long and 34 feet wide. Service vehicles would pull in head first or back into the service driveway and park near the service access at the rear of the building. Access to the service elevator, which would be located in the vicinity of the main elevator, would be through this rear entrance.

The loading demand, estimated at two spaces during an average or peak hour, would at times exceed the proposed supply of one space. The combined loading and pedestrian alley off of 19th Street would provide adequate depth to accommodate an additional service vehicle off-street on the occasions when two vehicles are serving the site at one time. Conflicts with pedestrians could arise if more than two vehicles are parked in the alley and the first vehicle must maneuver into the pedestrian walkway to leave the alley. The alley does not contain enough room for service vehicles to maneuver a U-turn on-site. Thus vehicles that pulled in head-first would need to back out of the alley to depart. Limited on-street maneuvering would be required for service vehicles as they either backed into or out of the site.

The Bryant Square project may intermittently disrupt local traffic or pedestrian movement on 19th Street as a result of backing of service vehicles in the street, but the impacts would not be significant due to the relatively low volumes of traffic and pedestrian flows on the street.

Construction Impacts

Transportation impacts during the construction period would be associated with truck travel to and from the site, parking for construction vehicles and construction worker personal vehicles, and temporary closure of sidewalks, parking lanes, or travel lanes for construction-related activities.

The construction period for the Bryant Square project is expected to last approximately 14 to 15 months. The most concentrated truck travel would occur during the three to four month demolition and excavation period. During this period, trucks would most likely travel to and from the site via 20th Street and Potrero Avenue. Other major truck traffic would occur during the pouring of the foundations. Concrete trucks are expected to travel to and from the site via 16th Street, Potrero Avenue, and 20th Street. These trucks would primarily be traveling to and from the site during the morning hours and peak activity periods would be spaced about one week apart coincident with major concrete pours. The balance of the truck traffic would be intermittent as the project progresses and would be primarily concentrated in the morning hours between 8:00 and 11:00 a.m.[9] The level of truck traffic would not be a substantial addition to the background traffic volumes.

During the peak construction period, 75 to 110 construction workers would be expected on the site during a typical weekday. Parking for construction workers would likely be split between on-site spaces and on-street spaces. There are currently 45 on-site parking spaces and 44 parking spaces bordering the site on Bryant, 19th, York, and 20th Streets. After the proposed on-site parking garage is completed, the construction workers would be able to park personal vehicles off-street in the garage.

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[9] Nibbi Bros. General Contractors, letter regarding Bryant Square project construction related impacts, October 15, 1998.

The majority of staging for the project would occur along Bryant Street. A pedestrian barricade would be constructed along the Bryant Street frontage and also along the 20th Street side of the project to protect pedestrians from the construction work. The barricade would interfere with the existing Muni bus stop located in front of the project on Bryant Street at 19th Street and the bus stop would need to be temporarily relocated. The pedestrian barricades would remain in place throughout the construction of the project until a new sidewalk is poured along Bryant and 20th Streets. Along Bryant Street, the existing parking lane would be used for the pedestrian walkway. Concrete pumping and deliveries would occur on-site whenever possible, but may require short-term blockage of the northbound travel lane on Bryant Street.

No significant transportation impacts related to construction would be expected to occur as the impacts are temporary in nature and of a short-term duration. Implementation of Mitigation Measure F.2, page 4-5, would further reduce the less-than-significant construction impacts.

REFERENCES

City and County of San Francisco, Planning Department, "Ridership Projections to the Year 2015," May 5, 1997.

City and County of San Francisco, *San Francisco General Plan,* Transportation Element, July 1995.

Korve Engineering, 1900 Bryant Street Final Transportation Study Case No. 97.794, prepared for the City and County of San Francisco Planning Department, May 13, 1998.

Nibbi Bros. General Contractors, letter regarding Bryant Square project construction related impacts, October 15, 1998.

City and County of San Francisco, Planning Department, *Guidelines for Environmental Review: Transportation Impacts,* July 1991.

The Duffey Company, *Bryant Square Transportation Impact Report,* prepared for the City and County of San Francisco Planning Department, September 9, 1999.

3.5 GROWTH INDUCING IMPACTS

The proposed project would have no discernible effect on the growth or concentration of population in the neighborhood, city or region, although it would incrementally increase area employment and the number of visitors to the project site. The project would not include residential uses or any other features that would contribute to a change in permanent (or resident) population. The proposed project would also not displace any existing housing units at the site. The project would be redevelopment and intensification of development within a built-out environment.

The employment that would be generated by the project is anticipated to be drawn from both citywide and regional workforces. Any net increase in employment in the City and County of San Francisco would increase the demand for retail goods and services in the area over time, as new employees eventually change shopping patterns to include the local area where they would be employed. The addition of about 510 net new employees for a total of 555 employees on the project block, would not be of a magnitude that could significantly affect the citywide jobs / employed residents balance.

Construction of the project would add to citywide and regional employment on a temporary basis during the site clearing and construction phases of the project, but not to levels that would substantially affect construction workforce levels in the Bay Area.

The project would contribute to growth occurring in the vicinity of the project site but would be different in nature than most development (industrial uses converted to live/work space) occurring in the project vicinity. However, as with live/work conversions, this project would contribute to additional displacement of relatively small businesses including arts-related activities.

The project would be built in a developed urban area, and no expansion to the municipal infrastructure not already under construction would be required to accommodate new development and increased employment due to, or induced by, the project.

4.1 MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

In the course of project planning and design, measures have been identified that would reduce or eliminate potential environment impacts of the proposed project. Some of these measures have been voluntarily adopted by the project sponsors and thus are proposed as part of the project: some are under consideration by the project sponsors and some have been considered and rejected by the project sponsors. Implementation of some may be the responsibility of other agencies. Measures under consideration or rejected may be required by the Planning Commission as conditions of project approval. Each mitigation measure and its status is discussed below.

Several items are required by law that would serve to mitigate impacts. These include no use of mirrored glass on the building to reduce glare, as per Planning Commission Resolution 9212, and the limitation of construction-related noise levels, pursuant to *the San Francisco Noise Ordinance* (Article 20 of the *San Francisco Police Code,* 1972). For hazardous materials, the *Maher Ordinance,* and State and Federal regulations must also be implemented.

Measures which are not required by legislation but which would also serve to mitigate environmental impacts appear below. Mitigation measures preceded by an asterisk (*) are from the Initial Study (see Appendix A).

A. *Construction Noise Impacts

A.1 The project sponsor shall require that the contractors' equipment and trucks used for project construction utilize the best available noise control techniques (e.g., improved exhaust mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds) in order to minimize construction noise impacts. Prior to project construction, the project sponsor shall require all construction equipment used by the contractor(s) (except for impact tools, pavement breakers and jackhammers) to be tested as part of the environmental compliance monitoring program for enforcement of mitigation measures to ensure that equipment noise does not exceed 80 dBA at 50 feet.

A.2 Stationary noise sources shall be located as far from adjacent offices as possible. If they must be located near existing offices, they shall also be enclosed within temporary sheds. (This measure would not be necessary because no existing offices are located adjacent project site.)

A.3 The project sponsor shall require the contractor(s) to use hydraulically or electrically powered impact tools (e.g., jack hammers, pavement breakers, and rock drills) wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. However, where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust would be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves would be used where feasible, and this could achieve a reduction of 5 dBA.

B. *Construction Truck Noise

B.1 The project sponsor shall require that the contractor(s) haul and delivery routes avoid residential streets wherever possible.

C. *Construction Air Quality

C.1 The project sponsor shall require the contractor(s) to spray the project site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions.

Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require that the contractors obtain reclaimed water from the Clean Water Program for this purpose.

C.2 The project sponsor shall require the project contractors to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions from equipment that would be in frequent use for much of the construction period.

D. *Hazardous Materials

D.1 In compliance with applicable federal Occupational Safety and Health Administration (OSHA) and Cal/OSHA regulations, the project sponsor would require the construction contractor to prepare a site-specific Safety and Health Plan (SHP). The plan would be reviewed by the San Francisco Department of Public Health prior to construction. The Safety and Health Plan would include provisions for responding to unknown site conditions that could be encountered during construction.

E. *Archaeology

E.1 Given the location and depth of excavation proposed, and the likelihood that archaeological resources would be encountered on the project site, the project sponsor has agreed to retain the services of an archaeologist. The archaeologist would carry out a pre-excavation testing program to better determine the probability of finding cultural and historical remains. The testing program would use a series of mechanical, exploratory borings or trenches and/or other testing methods determined by the archaeologist to be appropriate.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist would submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the ERO and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures would be implemented by the project sponsor and might include a program of on-site monitoring of all site excavation, during which the archaeologist would record observations in a permanent log. The monitoring program, whether or not there are finds of significance, would result in a written report to be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor would designate one individual on site as his/her representative. This representative would have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist would immediately notify the Environmental Review Officer (ERO), and the project sponsor would halt any activities which the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbing activities which might damage cultural resources would be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist would prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which would contain an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific additional mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural material.

Finally, the archaeologist would prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) would be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. Three copies of the final archaeology report(s) shall be submitted to the Office of Environmental Review, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center.

F. Transportation

F.1 When required to improve operating conditions under cumulative conditions, modify the signal timing at the 23rd Street and Potrero Avenue intersection to give additional green time to southbound through and left-turning vehicles during the p.m. peak hour. This signal adjustment would improve traffic flow today and would keep delays expected by vehicles in 2010 at a level comparable to what currently exists at this intersection. Implementation of this measure would be the responsibility of the Department of Parking and Traffic, which is responsible for operating conditions on city streets, and routinely revises signal timing as necessary.

F.2 To ensure that construction activities would not impact MUNI bus stops or routes in the area, prior to construction, the project sponsor shall coordinate with MUNI's chief inspector.

The project sponsor and construction contractor(s) shall meet with the Traffic Engineering Division of the Department of Parking and Traffic, the Fire Department, MUNI, and the Planning Department to determine feasible traffic measures to reduce traffic congestion and pedestrian circulation impacts during construction of the proposed project.

5.0

SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21100(b)(2)(A) of the *California Environmental Quality Act (CEQA),* and with Section 15126(b) of the *State CEQA Guidelines,* the purpose of this chapter is to identify impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the proposed project, or by other mitigation measures that could be implemented, as described in Chapter 4.0 Mitigation Measures.

The findings of significant impacts are subject to final determination by the Planning Commission as part of its certification process for the EIR. This chapter in the Final EIR will be revised, if necessary, to reflect the Planning Commission's findings.

With implementation of the mitigation measures outlined in Chapter 4.0 Mitigation Measures, no significant impacts would occur as a result of implementing the Bryant Square project. Whether or not the project is approved, traffic volumes and transit loading in the site vicinity are projected to increase. Cumulative increases in traffic congestion may in turn cause cumulative increases in criteria air pollutants and a degradation of air quality. The project's incremental contribution to these potential cumulative effects would not be considered to be "considerable" or significant.

6.0
ALTERNATIVES

6.1 INTRODUCTION

CEQA requires an analysis of a reasonable range of alternatives that would reduce or eliminate significant impacts of a project. Though the Bryant Square project would have no significant impacts, a no project, a reduced height, an all industrial, and a parking-compliant development alternatives have been included in this analysis. These alternatives would avoid or reduce non-significant impacts related to historic structures, traffic, and other environmental issues.

6.2 NO PROJECT ALTERNATIVE

Description

This alternative would entail no immediate change to the project site. The three buildings planned for demolition would not be demolished, buildings planned to be renovated would not be renovated or added on to, and the proposed two new office/retail buildings and underground garage would not be constructed.

Impacts

If the No Project Alternative were implemented, no impacts of the project would occur. The existing parking deficits would apply to the site: there would be on site parking for 45 cars in total. However, the historic building at 2101 Bryant would ultimately have to be brought into compliance with the City's *Unreinforced Masonry Building Ordinance* through seismic upgrade or demolition.

Project Sponsors' Reasons for Rejection

The project sponsor has rejected this alternative because it would not meet the sponsor's objectives to provide modern office space for the information technology industry in seismically upgraded or new structures that are fully accessible to all persons, with adequate parking and attractive open space on site, and to contribute to the expansion of the City's employment and tax base.

6.3 REDUCED HEIGHT ALTERNATIVE

Description

This alternative would be similar to the proposed project with the exception that the height would be reduced. The proposed 6,000 square-foot roof top addition to the historic building at 2101 Bryant Street would not be added. The fourth and fifth floors at 2125 Bryant would not be constructed (removing about 42,600 square feet of office), and the proposed second story of the new two-story structure at 700 York would not be constructed (removing about 2,050 square feet of office). One level of underground parking would also be eliminated.

This alternative would provide about 101,950 gross square feet of office, about 9,550 gross square feet of retail, and about 4,700 square feet of light industrial space. This project would provide 50,650 fewer square feet of office space (152,600 square feet for the project) and the same amount of retail and industrial space as the project. This alternative would provide 102 independently accessible and 145 valet parking spaces on one parking level, compared to 203 independently accessible and 301 valet parking spaces on two parking levels with the project.

Impacts

Land use impacts would be the same for this alternative as for the project, however the intensity of development would be somewhat less. Views of the site would be of a 40-foot-tall office development compared to an approximate 60-foot tall building with the project. This would be about the same height as the existing building at 2125 Bryant Street, although the bulk would be greater.

Because a new partial floor would not be added to the roof of the 2101 Bryant Street historic building, impacts would be less than the already less-than-significant historic structure effects of the project.

This alternative would result in parking shortfall for parking demand greater than the 24 parking space shortfall with the project.

Site circulation would be the same for this alternative as with the project.

This alternative would generate about 2,407 daily trips compared to about 3,324 for the project. A total of about 135 p.m. peak hour trips would occur with this alternative compared to 218 for the project. During the p.m. peak hour 92 automobile trips, 24 transit trips, 15 pedestrian trips, and four bicycle trips would occur to/from the project site with this alternative, compared to 148 automobile trips, 39 transit trips, 24 pedestrian trips, and seven bicycle trips with the project. As with the project, this alternative would contribute to significant cumulative traffic increases at the 23rd Street and Potrero Avenue intersection in 2010, although this alternative would result in about a 7 percent contribution to the cumulative traffic increase compared to a 10 percent contribution with the project.

Less-than-significant temporary construction noise, traffic and air quality impacts would occur on the Bryant Square site although the duration of impacts would be expected to be less for this alternative than for the project. The same number of temporary construction jobs for building the project would be expected for this alternative as for the project except that the duration of these jobs would be less.

No significant impacts that could not be avoided would occur due to operation of either this alternative or the project on the following other topics: population, noise, air quality and wind, public services and utilities, biology, water, hazardous materials, energy, geology, seismicity and soils, archaeological resources, and growth inducing effects.

Project Sponsors' Reasons for Rejection

The project sponsor has rejected this alternative because it would provide less modern office space for the information technology industry than the project, would provide considerably less on-site parking, and would provide fewer jobs on site than the proposed project.

In addition, the project sponsor does not believe that this alternative is economically feasible. The buildings in their current configuration and condition cannot generate the rental income to finance seismic upgrades beyond the minimum requirements of the *Unreinforced Masonry Building Ordinance,* and minimal compliance with disabled-access requirements under the *Americans with Disabilities Act.*

6.4 ALL INDUSTRIAL ALTERNATIVE

Description

This alternative would consist primarily of industrial uses on the site, to be accommodated in new and renovated structures. This alternative would contain approximately 158,000 gross square feet of industrial use on the site.

A. The 24,000 square-foot historic building at 2101 Bryant Street would be seismically upgraded and renovated for industrial use.

B. The existing 4,700 coffee roastery at 2717 - 19th Street would not change.

C. The existing 6,000 square-foot concrete-framed building at 2830 - 20th Street (behind 720 York Street) would be seismically upgraded and renovated for light industrial tenants.

D. The existing one story structure at 700 York Street would be used for storage.

E. A new structure at Bryant and 20th Streets (2125 Bryant Street) of approximately 122,000 square feet would be built to accommodate industrial uses. It would have adjacent on-site surface parking and loading for trucks and service vehicles. No underground parking would be provided. A variance from the off-street parking requirement of the *San Francisco Planning Code* would be necessary.

Vehicular access for parking and loading would be from 20th Street and move through the site to exit from 19th Street.

Impacts

Land use impacts would differ for this alternative compared to the project, because it would provide industrial development instead of office and retail development. Industrial development could include warehouses, light manufacturing, and other light industrial uses, some of which could result in odor, local air emissions, noise impacts, and large truck loading. However, because uses on the site and in the area have been historically industrial in nature, this alternative would not result in any significant land use impact.

Views of the site would be essentially the same as with the project, although less glazing and ornamentation would be expected with this alternative building compared to the project. This alternative would have approximately the same height and bulk as the project.

Because a new partial floor would not be added to the roof of the 2101 Bryant Street historic building, impacts would be less than the already less-than-significant historic structure effects of the project.

The existing on-site parking deficit of 45 vehicles would remain. Additional parking impacts due to this alternative would make parking impacts greater than with the project.

Site circulation would include parking, loading uses for this alternative compared to pedestrian and loading with the project.

This alternative would generate about 333 new daily trips compared to about 3,324 for the project. A total of about 84 p.m. peak hour trips would occur with this alternative compared to 218 for the project. During the p.m. peak hour 57 automobile trips, 15 transit trips, 9 pedestrian trips, and three bicycle trips would occur to/from the project site with this alternative, compared 148 automobile trips, 39 transit trips, 24 pedestrian trips, and seven bicycle trips with the project. As with the project, this alternative would contribute to significant cumulative traffic increases at the 23rd Street and Potrero Avenue intersection in 2010, although to a lesser degree.

Less-than-significant temporary construction noise, traffic and air quality impacts would occur on the Bryant Square site similar to construction effects for the project. The same number and duration of temporary construction jobs for building the project would be expected for this alternative as for the project.

No significant impacts that could not be avoided would occur due to operation of either this alternative or the project on the following other topics: population, noise, air quality and wind, public services and utilities, biology, water, hazardous materials, energy, geology, seismicity and soils, archaeological resources, and growth inducing effects.

Project Sponsors' Reasons for Rejection

The project sponsor has rejected this alternative because it would not meet the objective of providing affordable modern office space for information technology industry. This alternative would provide fewer jobs on site than the proposed project.

This alternative would not reduce parking deficits on the block, nor provide adequate on-site parking for tenants. Because of the vehicular servicing and loading needs of modern industrial users, this alternative would create conflicts with the adjacent 35 live/work units and 10 commercial units at 720 York on the project site, many of which have primary entrances or outlooks facing the central service area.

In addition, this alternative would not meet the project sponsor's objective to provide a mix of uses most compatible with the neighborhood. Loading docks would be required on Bryant Street that would present conflicts with neighborhood residents and business, and the traffic to and from the site, on a 24-hour basis, would disrupt the established residential areas on 20th and York. According to the project sponsor, this alternative, consisting solely of industrial uses, would dilute the historical role of this block as a buffer between established residential areas to the east and south and the industrial area to the north and west.

As the interior of the block would be used for service and vehicular access, loading and parking, this alternative would not meet the sponsor's objective to provide safe and attractive open space on site.

6.5 PARKING-DEMAND COMPLIANT ALTERNATIVE

Description

An alternative is under consideration that would reduce the size of the two proposed new structures at Bryant Square and the proposed retail area in the project, while increasing the amount of on-site parking compared to the project. The total proposed new area would be 155,675 square feet compared to 166, 815 square feet with the project.

The alternative would include about 146,050 square feet of office, 5,000 square feet of retail, and 4,700 square feet of light industrial space compared to about 152,600 gross square feet of office, about 9,550 gross square feet of retail, and about 4,700 square feet of light industrial space with the project. The underground parking garage would provide 300 independently accessible parking spaces on 3 subsurface levels, compared to 203 independently accessible and 301 valet parking spaces on two parking levels with the project.

This alternative would be essentially the same as the project except for changes to the proposed new structure at 2125 Bryant Street and its underground parking garage, and to the proposed new structure at 700 York Street. The new Bryant Street building would contain about 108,000 square feet of office and about 5,000 square feet of retail, compared to 114,550 square feet of office and about 7,500 square feet of retail with the project. The new building at 700 York Street would contain about 2,050 square feet office compared to about 2,050 square feet of retail and 2,050 square feet office with the project. The same three buildings that would be demolished for the project would be demolished for this alternative. Both building renovations that would occur with the project would occur with this alternative.

Impacts

Land use impacts would be the same for this alternative as for the project, however the intensity of development, except for parking, would be somewhat less. Views of the site would be similar to views of the project although this alternative would be slightly smaller. This alternative would be about the same height and bulk as the proposed project.

Impacts on the historic building would be the same as with the less-than-significant historic structure effects of the project.

This alternative would provide parking for all parking demand on site in independently accessible parking spaces compared to valet operations with the project and a 24-space parking shortfall.

Site circulation would be the same for this alternative as for the project.

This alternative would generate about 2,516 daily trips compared to about 3,324 for the project. A total of about 150 p.m. peak hour trips would occur with this alternative compared to 218 for the project. During the p.m. peak hour 118 automobile trips, 31 transit trips, 19 pedestrian trips, and five bicycle trips would occur to/from the project site with this alternative, compared to 148 automobile trips, 39 transit trips, 24 pedestrian trips, and seven bicycle trips for the project. As with the project, this alternative would contribute to significant cumulative traffic increases at the 23rd Street and Potrero Avenue intersection in 2010.

Less-than-significant temporary construction noise, traffic and air quality impacts would occur on the Bryant Square site although the duration of impacts would be expected to be greater for this alternative than for the project due to excavation and construction of a third underground parking level. The same number of temporary construction jobs for building the project would be expected for this alternative.

No significant impacts that could not be avoided would occur due to operation of either this alternative or the project on the following other topics: population, noise, air quality and wind, public services and utilities, biology, water, hazardous materials, energy, geology, seismicity and soils, archaeological resources, and growth inducing effects.

Project Sponsors' Reasons for Rejection

This alternative would be generally consistent with the project sponsor's objectives, although it would provide less modern office space for the information technology industry and would provide fewer jobs on site than the proposed project.

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Christine Dias
Lexington Lookout
353 Lexington Ave.
San Francisco, Calif. 94110

Julie Dilley, President
Liberty Hill Neighborhood Assn.
61 Fair Oaks Street
San Francisco, Calif. 94110

Pete Gallegos
Mission Economic & Cult. Assn.
2899 -24th Street
San Francisco, Calif. 94110

Eileen Gold
19th St./Oakwood Neighborhood
3631 - 19th Street
San Francisco, Calif. 94110

Bernardo Gonzales, Pres.
Twenty-Fourth St. Merch. Assn.
2720 - 24th Street
San Francisco, Calif. 94110

Rick Hauptman
San Francisco Commun. Calendar
4104 -24th Street
San Francisco, Calif. 94114

Jorge Hernandez
24th Street Merchants Assn.
2914 - 24th Street
San Francisco, Calif. 94110

Norn Honbo
Albion Camp Neighboors
119 Albion Street
San Francisco, Calif. 94110

Owen Kaplan
Ace Mailing
2557 - 16th Street
San Francisco, Calif. 94110

Gwen Kaplan, President
Northeast Mission Business Assn.
2757 16th Street
San Francisco, Calif. 94103

S. O. Kish
S.F. Mission Lions Club
3159 Mission Street
San Francisco, Calif. 94110

Don Marcos, Executive Dir.
Mission Hiring Hall
3042 - 16th Street
San Francisco, Calif. 94103

Chaz Martinez, Exe. Director
San Francisco Mime Troupe
855 Treat Avenue
San Francisco, Calif. 94110

Raquel Medina, Interim Exe. Dir.
Mission Econ. Dev. Assn. (MEDA)
2601 Mission Street, 9th floor
San Francisco, Calif. 94110

Don Miller, President
Cal Watch
3102 - 20th Street
San Francisco, Calif. 94110

Frank Morales
Mission Playground
3554 -19th Street
San Francisco, Calif. 94110

Jose Najar
Mission Merchants
2434 Mission Street
San Francisco, Calif. 94110

Ethel Siegel Newlin, Com. Liaison
16th & Mission Public Safety
3040 16th Street
San Francisco, Calif. 94103

Paul Nixon
Fair Oaks Neighbors
163 Fair Oaks Street
San Francisco, Calif. 94110

Ron Norlan
Mail House
275 Valley Drive
Bribane, Calif. 94005

Ron Norlan, Media Coordinator
Mission Dist. Residents for Safer
275 Valley Drive
Bribane, Calif. 94005

Nicholas Pasquariello
Guerrero – 19th Neighborhood Assn.
690 Guerrero Street, #1
San Francisco, Calif. 94110

Ann Patterson
Natoma & Vicinity Neighbors
1383 Natoma Street
San Francisco, Calif. 94103

Amy Powell, President
Dolores Heights Improvement Club
3732 - 21st Street
San Francisco, Calif. 94114

Doug Shoemaker, Mission Housing
Dev. Corp. 16th St. \ N. Mission Assn.
474 Valencia Street
San Francisco, Calif. 94103

Sharon B. Sloane, President
25th St. Neighborhood Assn.
3440 - 5th Street, #506
San Francisco, Calif. 94110

Andrew L. Solow, Vice President
S. Van Ness Corridor Assn (SVNCA)
647 Shotwell Street
San Francisco, Calif. 94110

Jon Zoteman, Chairperson
Southwest Mission Neighbor Assn.
1325 Guerrero Street
San Francisco, Calif. 94110

*Debra Walker
Developing Environments Inc.
540 Alabama Street
San Francisco, Calif. 94110

*Judy West, Executive Dir.
Madrina Group
499 Alabama Street, 203
San Francisco, Calif. 94110

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Howard Thornton, President
2573 Harrison Street
San Francisco, Calif. 94110

ABUTTING PROPERTY OWNERS

Occupant
2098 Bryant St.
San Francisco, CA 94110

Clarence Lagares, Etal.
824 McKinley Ave.
Oakland, CA 94610-3812

Occupant
2800 - 19th St.
San Francisco, CA 94110

Grosvenor York Associates
160 Sansome St. # 800
San Francisco, CA 94104-3703

Occupant
2700 19th St. #9
San Francisco, CA 94110

Occupant
2700 - 19th St. #12
San Francisco, CA 94110

Occupant
660 York St.
San Francisco, CA 94110

*John Reamer
639 York St.
San Francisco, CA 94110

Occupant
727 York St.
San Francisco, CA 94110

Occupant
723 York St.
San Francisco, CA 94110

Occupant
719A York St.
San Francisco, CA 94110

Occupant
2700 - 19th St. #1
San Francisco, CA 94110

Occupant
2700 - 19th St. #2
San Francisco, CA 94110

Occupant
2700 - 19th St. #3
San Francisco, CA 94110

Occupant
2700 19th St. #4
San Francisco, CA 94110

Occupant
2700 - 19th St. #10
San Francisco, CA 94110

Occupant
2700 - 19th St. #13
San Francisco, CA 94110

Willin Properties
2750 - 19th St.
San Francisco, Ca 94110

Angelo Cosentino Etal
2736 - 20th St
San Francisco, CA 94110

Occupant
2734 - 20th St.
San Francisco, CA 94110

Pearl Koski Trust
721 York St.
San Francisco, CA 94110

Donald Cock Etal
1480 Thomas Av
San Francisco, CA 94124

Occupant
2700 - 19th St. #5
San Francisco, CA 94110

Occupant
2700 - 19th St. #6
San Francisco, CA 94110

Occupant
2700 - 19th St. #7
San Francisco, CA 94110

Occupant
2700 19th St. #8
San Francisco, CA 94110

Occupant
2700 - 19th St. #11
San Francisco, CA 94110

Occupant
2700 - 19th St. #14
San Francisco, CA 94110

John Reamer Etal
2628 - 19th St.
San Francisco, Ca 94110

Occupant
725 York St.
San Francisco, CA 94110

Hembert Ortiz Etal
728 York St.
San Francisco, CA 94110

Michael Spear Etal
719 York St.
San Francisco, CA 94110

Occupant
717 York St.
San Francisco, CA 94110

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Beverly Hines Etal
240 Dorland St
San Francisco, CA 94114

Occupant
713A York St.
San Francisco, CA 94110

Figoni Family Trust
107 Clearfield Dr.
San Francisco, CA 94132

Timothy Mangan Etal
2631 - 19th St.
San Francisco, CA 94110

Occupant
720 York St.
San Francisco, CA 94110

Occupant
2747 19th St.
San Francisco, CA 94110

Occupant
2121 Bryant St., # 2
San Francisco, CA 94110

Occupant
2121 Bryant St., # 5
San Francisco, CA 94110

Occupant
2121 Bryant St., # 8
San Francisco, CA 94110

Occupant
2121 Bryant St., # 11
San Francisco, CA 94110

Occupant
2121 Bryant St., # 14
San Francisco, CA 94110

Occupant
2121 Bryant St., # 17
San Francisco, CA 94110

Occupant
715 York St.
San Francisco, CA 94110

Roberto Delbianco Etal
2488 Encinal Dr.
Walnut Creek, CA 94596

Occupant
709 York St.
San Francisco, CA 94110

Occupant
2629 - 19th St.
San Francisco, CA 94110

Occupant
720 York St.
San Francisco, CA 94110

Occupant
2850 20th St
San Francisco, CA 94110

Occupant
2121 Bryant St., # 3
San Francisco, CA 94110

Occupant
2121 Bryant St., # 6
San Francisco, CA 94110

Occupant
2121 Bryant St., # 9
San Francisco, CA 94110

Occupant
2121 Bryant St., # 12
San Francisco, CA 94110

Occupant
2121 Bryant St., # 15
San Francisco, CA 94110

Occupant
2121 Bryant St., # 18
San Francisco, CA 94110

Mr & Mrs Daniel Ruelas
713 York St.
San Francisco, CA 94110

Occupant
711 York St.
San Francisco, CA 94110

Mr & Mrs Jose Cardenas
707 York St.
San Francisco, CA 94110

Bryant Square, LLC
55 Francisco St.
San Francisco, CA 94133

Occupant
720 York St.
San Francisco, CA 94110

Occupant
2121 Bryant St., # 1
San Francisco, CA 94110

Occupant
2121 Bryant St., # 4
San Francisco, CA 94110

Occupant
2121 Bryant St., # 7
San Francisco, CA 94110

Occupant
2121 Bryant St., # 10
San Francisco, CA 94110

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San Francisco, CA 94110

Occupant
2121 Bryant St., # 16
San Francisco, CA 94110

Occupant
2121 Bryant St., # 19
San Francisco, CA 94110

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Occupant
2121 Bryant St., # 20
San Francisco, CA 94110

Occupant
2121 Bryant St., # 21
San Francisco, CA 94110

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2121 Bryant St., # 22
San Francisco, CA 94110

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2121 Bryant St., # 23
San Francisco, CA 94110

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Occupant
2121 Bryant St., # 220
San Francisco, CA 94110

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Occupant
2121 Bryant St., # 301
San Francisco, CA 94110

Occupant
2121 Bryant St., # 302
San Francisco, CA 94110

Occupant
2121 Bryant St., # 303
San Francisco, CA 94110

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2121 Bryant St., # 304
San Francisco, CA 94110

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2121 Bryant St., # 305
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2121 Bryant St., # 318
San Francisco, CA 94110

Occupant
2123 Bryant St.
San Francisco, CA 94110

Occupant
2129 Bryant St.
San Francisco, CA 94110

Occupant
2135 Bryant St.
San Francisco, CA 94110

Occupant
2141 Bryant St.
San Francisco, CA 94110

Occupant
2149 Bryant St.
San Francisco, CA 94110

Occupant
2157 Bryant St.
San Francisco, CA 94110

Occupant
2165 Bryant St., First Floor
San Francisco, CA 94110

Occupant
2165 Bryant St. # 201
San Francisco, CA 94110

Occupant
2165 Bryant St. # 202
San Francisco, CA 94110

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San Francisco, CA 94110

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Occupant
2165 Bryant St. # 212
San Francisco, CA 94110

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2165 Bryant St. # 213
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San Francisco, CA 94110

Occupant
2165 Bryant St. # 317
San Francisco, CA 94110

Occupant
2165 Bryant St. # 318
San Francisco, CA 94110

Moore Earth, Inc.
750 York St., # 2
San Francisco, CA 94110

Occupant
2101 Bryant St., # 1
San Francisco, CA 94110

Occupant
2101 Bryant St., # 2
San Francisco, CA 94110

Occupant
2101 Bryant St., # 3
San Francisco, CA 94110

Lazzaretto Trust
150 Randall St.
San Francisco, CA 94131-2765

Occupant
2100 Bryant St.
San Francisco, CA 94110

Occupant
2104 Bryant St.
San Francisco, CA 94110

Allan Cadgene Etal
2551 San Ramon Valley Bl
San Ramon, CA 94583-1614

Occupant
2108 Bryant St.
San Francisco, CA 94110

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Occupant
2110 Bryant St.
San Francisco, CA 94110

Occupant
2110A Bryant St.
San Francisco, CA 94110

Pamela Odell Etal
PO Box 411362
San Francisco, CA 94141-1362

Occupant
2112 Bryant St.
San Francisco, CA 94110

Occupant
2114 Bryant St.
San Francisco, CA 94110

Norma Gonzalez Etal
3823 - 24th St.
San Francisco, CA 94114-3810

Occupant
2116 Bryant St.
San Francisco, CA 94110

Occupant
2118 Bryant St.
San Francisco, CA 94110

Occupant
2118A Bryant St.
San Francisco, CA 94110

Scott Ashworth Etal
2438 Juan De Fuca Rd.
Oak Harbor, WA 98277-8844

Occupant
2120 Bryant St.
San Francisco, CA 94110

Occupant
2120A Bryant St.
San Francisco, CA 94110

Mr & Mrs Louis Vigil
2122 Bryant St.
San Francisco, CA 94110

Lorenz Eisner Etal
701 Minnesota St. # 214
San Francisco, CA 94107-3052

Occupant
2132 Bryant St.
San Francisco, CA 94110

Joe Winters Etal
2154 Bryant St.
San Francisco, CA 94110

Occupant
2156 Bryant St.
San Francisco, CA 94110

Robert Macphee Etal
PO Box 590711
San Francisco, CA 94159-0711

Occupant
2158 Bryant St.
San Francisco, CA 94110

Occupant
2160 Bryant St.
San Francisco, CA 94110

Mr & Mrs James Lee
1831 15th Av.
San Francisco, CA 94122-4535

Occupant
2170 Bryant St.
San Francisco, CA 94110

Occupant
2180 Bryant St. # 101
San Francisco, CA 94110

Occupant
2180 Bryant St. # 102
San Francisco, CA 94110

Occupant
2180 Bryant St. # 103
San Francisco, CA 94110

Occupant
2180 Bryant St. # 104
San Francisco, CA 94110

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2180 Bryant St. # 105
San Francisco, CA 94110

Occupant
2180 Bryant St. # 106
San Francisco, CA 94110

Occupant
2180 Bryant St. # 201
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2180 Bryant St. # 206
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2180 Bryant St. # 207
San Francisco, CA 94110

Occupant
2180 Bryant St. # 207A
San Francisco, CA 94110

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Occupant
2180 Bryant St. # 208
San Francisco, CA 94110

Occupant
2200 Bryant St.
San Francisco, CA 94110

*Joshua Cohen
2206 Bryant St.
San Francisco, CA 94110

Angela Gonzalez Etal
3288 - 21st St
San Francisco, CA 94110

Basem Totah Etal
2201 Bryant St.
San Francisco, CA 94110

Occupant
2845 - 20th St.
San Francisco, CA 94110

Mr & Mrs Ronald Bruciati
1 Corte Cayuga
Greenbrae, CA 94904-1307

Occupant
804 York St.
San Francisco, CA 94110

Occupant
803 York St.
San Francisco, CA 94110

Occupant
2900 20th St.
San Francisco, CA 94110

Occupant
2202 Bryant St.
San Francisco, CA 94110

Occupant
2921 - 20th St.
San Francisco, CA 94110

Occupant
2827 - 20th St.
San Francisco, CA 94110

Occupant
2841 - 20th St.
San Francisco, CA 94110

Occupant
2847 - 20th St.
San Francisco, CA 94110

Occupant
800 York St.
San Francisco, CA 94110

M Shim / Jack Shim
282 Bella Vista Wy.
San Francisco, CA 94127

Naim Totah Etal
2201 Bryant St.
San Francisco, CA 94110

Occupant
2204 Bryant St.
San Francisco, CA 94110

Occupant
2923 - 20th St.
San Francisco, CA 94110

Occupant
2829 - 20th St.
San Francisco, CA 94110

Occupant
2843 - 20th St.
San Francisco, CA 94110

Jul Neimier Etal
2811 - 20th St.
San Francisco, CA 94110

*Esther Suen
802 York St.
San Francisco, CA 94110

Occupant
2735 - 20th St.
San Francisco, CA 94110

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8.0
APPENDICES

APPENDIX A
NOTICE OF PREPARATION / INITIAL STUDY

NOTICE THAT AN ENVIRONMENTAL IMPACT REPORT IS DETERMINED TO BE REQUIRED

Date of this Notice: **September 4, 1999**

Lead Agency: Planning Department, City and County of San Francisco
1660 Mission Street, 5th Floor, San Francisco, CA 94103

Agency Contact Person: Joy Navarrete **Telephone:** (415) 558-6382

Project Title: 98.635E: Bryant Square
Project Sponsor: SKS Investments, LLC
Contact Person: Sharon Lee Polledri

Project Address: 2101-2123 and 2123-2165 Bryant St., 2717-19th St., 700-720 York, 2850 20th St.
Assessor's Block/Lot Assessor's Block 4080; Lots 7, 11, 12, 13, 14
City and County: San Francisco

Project Description: The proposed 166,815 gross-square-foot project would include about 152,600 gross square feet of office, about 9,550 gross square feet of retail, and about 4,700 square feet of light industrial space. An existing approximate 24,000 square-foot building on the corner of Bryant and 19th Streets would be renovated from light manufacturing, offices and art-related activities to offices. A new partial fourth floor containing about 6,000 square feet of offices would be added to the building roof. A new two-story building containing about 2,050 square feet of retail and 2,050 square feet offices would be constructed at the corner of York and 19th Streets after demolishing a 1,200 square-foot vacant one-story structure. A concrete-framed building abutting 720 York Street, with 5,990 square feet of office work only units would be seismically upgraded. A new approximate 122,050 square-foot building four- and five-floors tall with about 114,550 square feet of offices and about 7,500 square feet of retail would be constructed after demolishing two structures: an existing 25,550 square-foot building used for offices, light manufacturing, art-related activities and studios; and an existing 7,500 square-foot metal shed used for automobile repair, furniture refinishing and storage, office use, and construction materials storage. A two-story underground parking garage containing 270 valet-assist parking stalls would be constructed. About 34,550 square feet have been proposed to be demolished in three buildings. The project as proposed would require Planning Commission approval of Conditional Use authorization in accordance with provisions of *Planning Code* Section 303, including a Planned Unit Development (PUD) for the entire site under *Planning Code* Section 304, demolition of industrial buildings in an IPZ buffer area, and granting of a bulk exception to the 65B Height and Bulk District. A parking shortfall will be addressed as either an exception to the PUD or as a parking variance.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Initial Study for the project, which is attached.

Deadline for Filing an Appeal of this Determination to the City Planning Commission: Oct. 4, 1999.
An appeal requires:
1) a letter specifying the ground for appeal, and;
2) a $209.00 filing fee.

The public is invited to comment on the scope of the EIR. Such comments must be received by October 4, 1999 to ensure consideration in preparing the Draft EIR.

HILLARY E. GITELMAN, Environmental Review Officer

ER5 6/85

BRYANT SQUARE
INITIAL STUDY
98.635E

PROJECT DESCRIPTION

The project site consists of an entire city block, bounded by 19th, York, 20th, and Bryant Streets. The project site is about four blocks northwest of San Francisco General Hospital, about ¾ mile north of Cesar Chavez Street, and about ¾ mile southeast from the 16th and Mission BART Station. Figure 1 shows the site location. The project site is in two Use Districts: M-1 (Light Industrial) and C-M (Heavy Commercial), and is in a 65B Height and Bulk District.

A mix of mid- to low-rise residential, commercial, and light industrial uses generally surround the project site, including a number of nighttime uses. North of the project block across 19th Street are light industrial uses. East of the project block across York Street are single- and multi-family residences, and a bar at the southern end of the block. South of the project block across 20th Street are single- and multi-family residences three-stories high, a market at the southeast corner of Bryant Street, and a delicatessen at the southwest corner of Bryant Street. West of the project block across Bryant Street are a mix of one- to three-story uses, including two restaurants (one with a bar), offices, and light industrial uses, and single- and multi-family residences. Northeast of the project block across Bryant and 19th Streets is a residence.

The approximate 80,800 square-foot project block is currently used for light industry including light manufacturing, offices, art-related activities and studios, import offices, live-work units that are currently under construction, and vacant land (entire Assessor's Block 4080, Lots 7, 11, 12, 13, 14).

The proposed approximate 166,815 gross square foot[1] project would include construction/ renovation of about 152,600 gross square feet of office, about 9,550 gross square feet of retail, and about 4,700 square feet of light industrial after demolishing about 34,000 square feet of offices, light industrial, and arts-related activities. The project would require Planning Commission approval of a Planned Unit Development (*Planning Code* Section 304) in accordance

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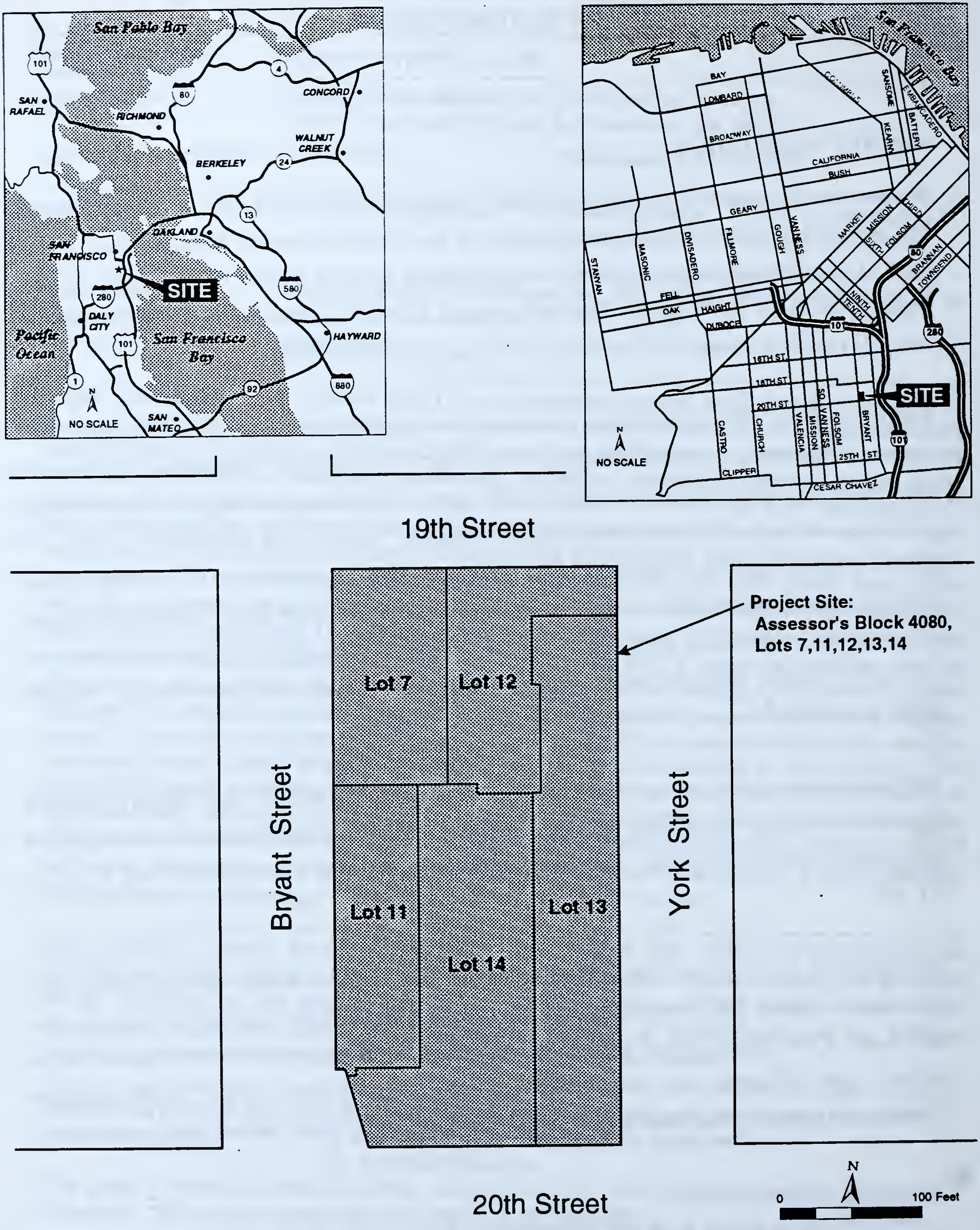
[1] Gross floor area is the area of the building applicable to floor area ratio (FAR) calculations. Gross floor area excludes certain portions of the building, such as accessory parking and loading space, and mechanical and building storage space.



SOURCE: BeEss Graphics

Bryant Square Project	Figure 1: Project Location	Maxwell & Associates

accordance with provisions for Conditional Use authorizations (Planning Code Section 303) for the entire site, including those portions not subject to change under the project. A parking shortfall will be addressed as either an exception to the Planned Unit Development (PUD) or as a parking variance.

The site has only a slight grade and appears to be relatively level.

The project block includes buildings that are proposed to be renovated or demolished and buildings that would remain the same. The three buildings that would be demolished as part of the project include: (1) An existing 7,500 square-foot metal shed (750 York Street behind 2123-2165 Bryant Street) that is used for automobile repair, furniture refinishing and storage, office use, and construction materials storage, (2) an existing 25,550 square-foot wood-frame building at 2123-2165 Bryant Street that is used for offices, light manufacturing, art-related activities and studios, and storage, and (3) a 1,200 square-foot vacant wood-frame building at the corner of 19th Street and York Street.

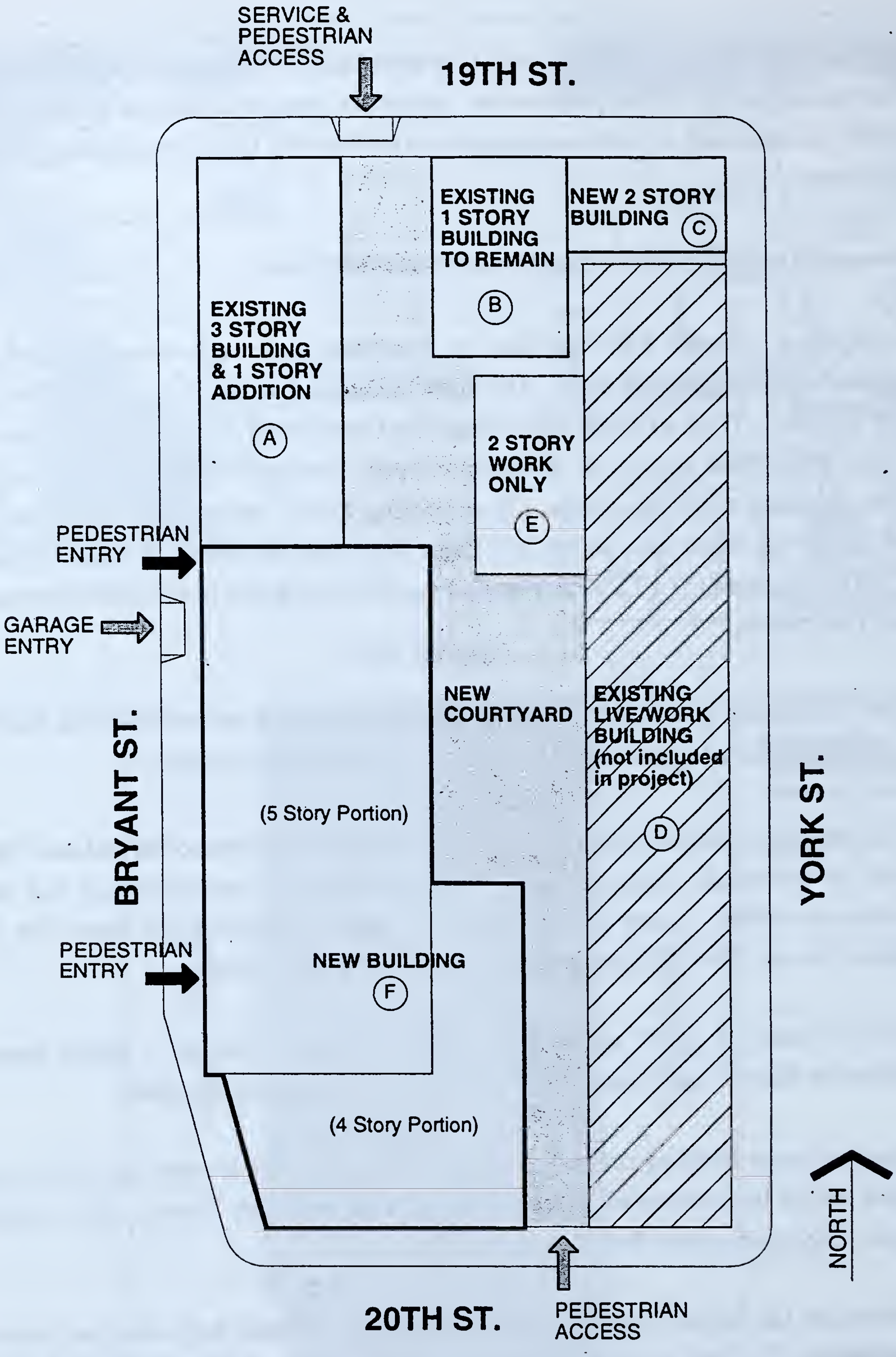
The project description is keyed with letters that correspond to letters shown on the site plan. Figure 2 shows the site plan and Figure 3 shows the Bryant Street elevation.

A. An existing approximate 24,000 square-foot building on the corner of Bryant and 19th Streets would be seismically upgraded and renovated from light manufacturing and art-related activities to offices. A new partial fourth floor containing about 6,000 square feet would be added to the top. This building is included in the 1976 DCP survey.

B. 2717-19th Street, a 4,675 square foot building which is used as a coffee roastery and commercial bakery, would not be improved or altered as part of the project.

C. A new two-story building containing about 2,050 square feet of retail and 2,050 square feet offices would be constructed at the corner of York and 19th Streets, after demolishing a vacant 1,200 gross square-foot wooden building.

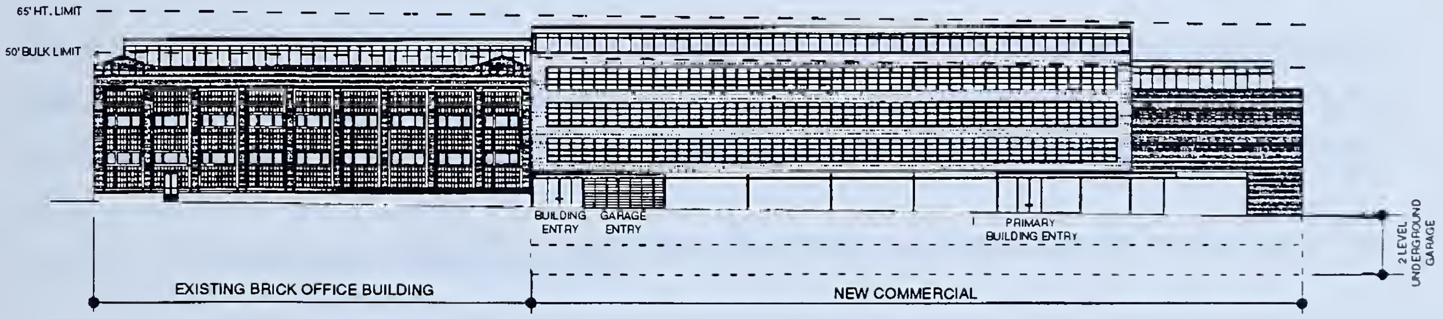
D. A live/work loft project with 35 live/work units and 10 work only units has recently been completed at 720 York Street at 20th Street. This is a separate project, already approved and constructed and is not a part of this project. The building is included in the 1996 DCP Survey.



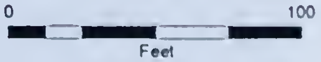
SOURCE: Pfau Architecture, 1999

SCALE: 1" = 64'

Bryant Square Project	Figure 2: Site Plan	Maxwell & Associates



BRYANT STREET (WEST) ELEVATION



Bryant Square Project

Figure 3: Bryant Street Elevation

Maxwell & Associates

E. A concrete-framed building abutting 720 York Street, which has 5,990 square feet of office work-only units, would include a seismic upgrade renovation only. No change of use is anticipated and no new area is planned for this building.

F. A new approximate 122,050 square-foot office building four- and five-floors tall would be constructed after demolishing the existing wood-frame structure at 2123-2165 Bryant Street and the metal shed at 750 York Street. About 114,550 square feet of office and about 7,500 square feet of retail space would be included.

Two subsurface levels would be excavated for an underground parking garage containing 274 valet-assist parking stalls in about 61,850 square feet of space. About 33,000 to 38,500 sq. ft. of surface area would be excavated to a depth of about 21 ft., resulting in about 27,770 cubic yards of excavated soil.

A landscaped courtyard in the interior of the block would provide a common amenity to the proposed uses and public access from 19th and 20th streets during the day. This area is currently used as a surface parking lot and outdoor materials storage area.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The Bryant Square project is examined in the Initial Study to identify potential effects on the environment. The following four project specific effects have been determined to be potentially significant, and will be analyzed in an Environmental Impact Report: land use impacts, transportation impacts (including impacts on transit service, traffic circulation and parking), air quality impacts, and historical resources impacts. Visual quality will be included in the EIR for informational purposes. .

B. EFFECTS FOUND NOT BE SIGNIFICANT

The following potential impacts were determined either to be insignificant or to be mitigated through measures included in the project. These items are discussed in Section III below, and require no further environmental analysis in the EIR: population, noise, utilities/public services, biology, geology/topography, water, energy, hazards, shadow and wind, and archaeological resources.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS

		Not Applicable	Discussed
1.	Discuss any variances, special authorizations, changes proposed to the *City Planning Code* or Zoning Map, if applicable.	____	X
2.	Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	____	X

The *Planning Code,* which incorporates by reference the City's Zoning Maps, governs permitted uses, densities and the configuration of buildings in San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed action conforms to the *Planning Code,* or an exception is granted pursuant to provisions of the Code, or a reclassification of the site occurs.

The project site is in two Use Districts: M-1 (Light Industrial) and C-M (Heavy Commercial), and is in a 65B Height and Bulk District. The 65B Height and Bulk District allows a maximum building height of 65 feet, and limits building bulk above 50 feet to not exceed 110 feet in length and 125 feet in the diagonal dimension. Above 50 feet, the proposed building on the corner of 20th and Bryant Streets would measure about 202 feet in length and about 217 feet in the diagonal direction. The proposed addition to the building the corner of 19th and Bryant Streets would measure about 138 feet in length and about 144 feet in the diagonal direction. Exceptions to the bulk limit would need approval under Section 303 of the *San Francisco Planning Code.*

On August 5, 1999, the Planning Commission imposed interim zoning controls for the City's industrially zoned land, for a period of 15 months or the adoption of permanent zoning controls, whichever occurs earlier. The interim zoning controls create an Industrial Protection Zone (IPZ) and Mixed Use Housing Zones (MUHZ) within the City's industrially zoned land. Within the IPZ, new housing uses, including live/work projects, are generally not permitted. Within the Mixed Use Housing Zones, live/work projects, are permitted uses. On the IPZ or MUHZ Buffer

Zone boundary between these two zones, new live/work or residential projects would be allowable as a conditional Use. Demolition of industrial buildings within the IPZ and the IPZ Buffer area would require Conditional Use approval. The proposed project would fall within the newly proposed IPZ Buffer area that would require Conditional Use authorization for demolition industrial buildings on the site.

The sponsor is requesting approval of a Planned Unit Development (PUD) for the entire block under Section 304 of the *San Francisco Planning Code* which requires Conditional Use authorization from the Planning Commission. A PUD allows for development of sites of considerable size (greater than one-half acre) as an integrated unit and permits well reasoned modifications of certain provision of the *Planning Code* such as parking, open space, rear yard, and bulk standards.

Environmental plans and policies are those, like the *Bay Area Air Quality Plan* and the Bay Conservation and Development Commission (BCDC) *Bay Plan,* which directly address environmental issues and/or contain targets or standards which must be met in order to preserve or improve characteristics of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

The City's *General Plan,* which provides general policies and objectives to guide land use decisions, contains some policies which relate to physical environmental issues. The proposed project would not obviously or substantially conflict with any such policy. In general, potential conflicts with the *General Plan* are considered by decision makers independently of the environmental review process, as part of the decision whether to approve or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project.

In November 1986, the voters of San Francisco approved *Proposition M, the Accountable Planning Initiative,* which added Section 101.1 to the *Planning Code* to establish eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an initial study under the *California Environmental Quality Act (CEQA)* or adopting any zoning ordinance or development agreement, the City is required to find that the proposed project is consistent with the Priority Policies. The case report for the reclassification of the site and subsequent motion to be adopted by the Planning Commission will contain the analysis determining whether the proposed project is in compliance with the eight Priority Policies.

B. ENVIRONMENTAL EFFECTS

1.	Land Use – Could the Project:	Yes	No	Discussed
a.	Disrupt or divide the physical arrangement of an established community?	___	X	X
b.	Have any substantial impact upon the existing character of the vicinity?	___	To Be Determined	

The approximate 80,800 square-foot project block is currently used for light industry (including light manufacturing), offices, art-related activities and studios, import offices, live-work units that are approved and constructed, and vacant land.

A mix of mid- to low-rise residential, commercial, and light industrial uses generally surround the project block, including a number of nighttime uses. Because of the change in land use on the project block to offices and retail from uses historically on the block, this issue will be analyzed in the EIR.

2.	Visual Quality – Could the Project:	Yes	No	Discussed
a.	Have a substantial, demonstrable negative aesthetic effect?	___	X	X
b.	Substantially degrade or obstruct any scenic view or vista now observed from public areas?	___	X	X
c.	Generate obtrusive light or glare substantially impacting other properties?	___	X	X

The proposed four- to five-story building at 2123-2165 Bryant Street would be taller than most other buildings in the project area, and at over 122,000 gross square feet would be larger than most other buildings in the project area. Visual quality issues will be discussed in the EIR for informational purposes.

The project would comply with City Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass, since mirrored glass would not be used, and the building would not result in glare affecting other properties. The EIR will, therefore, not discuss glare.

3.	Population – Could the Project:	Yes	No	Discussed
a.	Induce substantial growth or concentration of population?		X	X
b.	Displace a large number of people (involving either housing or employment)?		X	
c.	Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?		X	X

At the time that the project sponsor submitted and application for Environmental Review to the Planning Department, about 50 businesses have been displaced for the project businesses of which about 30 were arts-related activities.

The project proposes to construct new office and retail space on the project block. At the current time demolition and rehabilitation of existing structures would displace about 40 businesses of which about 25 are arts-related activities. In addition, approximately 100 employees (including sole-practitioners) would be displaced. The displaced business and employees would be expected to relocate within San Francisco or elsewhere in the Bay Area.

Some of the previous approximate 100 employees and 50 businesses have already been displaced as the project sponsor has not renewed any leases since purchasing the property or submitting the application for environmental review to the City.

The proposed project would have no discernible effect on the growth or concentration of population in the neighborhood, city or region, although it would incrementally increase area employment on site from about 110 on-site employees (of which about 45 are office employees) to about 600 employees.[2] Employment would increase by about 490 on the project block. San Francisco's employment is projected to grow from 534,980 employees in to 673,495 employees in 2015, an increase of 26 percent.[3] Therefore project-related employment would constitute less than one percent of citywide employment growth by the year 2015. This potential increase in employment would be minimal in the context of total employment in San Francisco.

San Francisco consistently ranks as one of the most expensive housing markets in the United States. San Francisco is the central city (and most urban place) in an attractive region known for its agreeable climate, open space and recreational opportunities, cultural amenities, strong and diverse economy, and prominent educational institutions. As a regional employment center, San Francisco attracts people who want to live close to were they work. These factors continue to support strong housing demands in the city. New housing to relieve the market pressure created by the strong demand is particularly difficult to provide in San Francisco because the amount of land available is limited, and because land and development costs are relatively high.

An estimated 311,430 households resided in San Francisco in 1995. By 2015, San Francisco households are expected to increase by 32,309 households to a total of 343,739 households, a 10 percent increase.[4] Using the proposed update of the Office of Affordable Housing Production

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[2] This estimate assumes one employee per 275 gross square feet of office (152,600 of office space ÷ 275 = 555), one employee per 350 gross square feet of retail (9,550 square feet of new retail space ÷ 350 = 27), and one employee per 435 gross square feet of light industrial space (4,700 square feet of new light industrial ÷ 435 = 11). Ten existing industrial jobs on the project block would not change due to project implementation, while about 100 other jobs would terminate.

[3] Keyser Marston Associates, Inc., *San Francisco Cumulative Growth Scenario, Final Technical Memorandum,* prepared for the San Francisco Redevelopment Agency, March 30, 1998.

[4] Keyser Marston Associates, Inc., *San Francisco Cumulative Growth Scenario, Final Technical Memorandum,* prepared for the San Francisco Redevelopment Agency, March 30, 1998.

Program methodology, the project would create a demand for about 172 new dwelling units.[5] Demand would be less if a greater percentage of new office and retail employees is already employed and living locally. Housing demand in and of itself is not a physical environmental effect, but an imbalance between local employment and housing can lead to commutes with traffic and air quality impacts. Traffic issues will be analyzed in the EIR; see Section III.6, page 19, below, regarding air quality.

The project would not include residential uses or any other features that would contribute to a change in permanent (or resident) population. The proposed project would displace three commercial/industrial units at the site which have been used as live/work units (although without residential permits) requiring the residents to seek live/work opportunities elsewhere. Cumulative residential displacement would not be considered a negative effect on this commercially and industrially zoned area.

On the project block an approved condominium project is currently under construction that is adding 35 live/work units to the main York Street brick building. Those live/work units are not a part of this project.

Construction of the project would add to citywide and regional employment on a temporary basis during the site clearing and construction phases of the project, but not to levels that would substantially affect construction workforce levels in the Bay Area.

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[5] *City and County of San Francisco Planning Code,* Section 313.3 of the Office of Affordable Housing Production Program Ordinance, applies only to office development. The estimated housing demand resulting from the project is calculated by multiplying the estimated project-related increase in employment (555 new office employees minus about 45 existing office employees equals 510 net new employees) by the fraction of San Francisco employees who live in the City (55%). This result, the approximate number of project-related employees who would live the City (281) is then divided by the average number of San Francisco workers in household where San Francisco workers reside (1.63). The estimated housing demand would be about 172 units (510 x 0.55 ÷ 1.63 = 172).

San Francisco Planning Code, Section 313.3, the *Office of Affordable Housing Production Program Ordinance (OAHPP),* currently applies only to office development, but is proposed to be expanded to included retail and hotel space, and to be renamed the Jobs-Housing Linkage Program. The *OAHPP* requires construction of housing or payment of an in-lieu fee for less housing demand than is actually anticipated to be created by a project. This *OAHPP* calculation uses estimated net increase in gross square feet multiplied by 0.000386; therefore the calculation of the proposed project is 103,890 net new square feet of office/retail x 0.000386 = 40, which is the number of units of housing that the project sponsor would be required to construct. Alternatively, the sponsor may pay a fee of $7.05 per net new square feet of development, or about $732,425.

The employment that would be generated by the project is anticipated to be drawn from both citywide and regional workforces. The addition of up to 490 jobs as a result of the proposed project would not be of a magnitude that could significantly affect the Citywide jobs / employed residents balance.

Population and housing issues require no further analysis in the EIR.

4.	Transportation/Circulation – Could the Project:	Yes	No	Discussed
a.	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	___	To Be Determined	
b.	Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	___	To Be Determined	
c.	Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	___	To Be Determined	
d.	Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	___	To Be Determined	

Increased employment at, and visitors to, the project site would place increased demands on the local transportation system, including increased traffic, transit demand, and parking demand. The EIR will discuss project effects related to transportation and circulation, including intersection operations, transit demand, and impacts on pedestrian circulation, parking, and freight loading, as well as construction impacts.

5. Noise – Could the Project:	Yes	No	Discussed
a. Increase substantially the ambient noise levels for adjoining areas?		X	X
b. Violate Title 24 Noise Insulation Standards, if applicable?		X	X
c. Be substantially impacted by existing noise levels		X	

Existing Noise Environment

The existing ambient noise environment in the project vicinity is typical of many residential streets in San Francisco, dominated by vehicular traffic including cars, trucks, and MUNI buses. The Environmental Protection Element of the San Francisco *Master Plan* indicates that streets in the project vicinity were subject to background noise levels below 65 dBA (Ldn) in 1974.[6] Short-term noise measurements at the site indicate daytime noise levels of 64 - 65 dBA (Leq) at 50 feet from the centerlines of Bryant/19th Streets. Based on previous measurements collected in the project area, it is likely that the 24-hour Ldn noise level approximately equals the daytime Leq.

Sensitive Noise Receptors

Sensitive noise receptors near the project site include residences to the east (across York Street), to the south, (across 20th Street), and to the west (across Bryant Street). Child-care centers within ¼ mile of the project block include those at 2775 21st Street and Las Americas Children's Center at 3200 20th Street.[7] Occupants of the recently constructed live/work units on the project block are not considered to be sensitive receptors and prior to purchase of their units have been informed construction is planned to occur on the project block.

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[6] Environmental sounds are usually evaluated as A-weighted sounds in decibels and expressed as dBA. The day/night noise level or Ldn is the noise level descriptor commonly used by communities to evaluate environmental noise. It is the average A-weighted noise level (expressed as dBA) during a 24-hour day, obtained after addition of 10 dBA to noise levels measured at night between 10:00 p.m. and 7:00 a.m.

[7] State of California, Department of Social Services, Community Care Licensing Division, Licensing Information System Directory Report, April 1, 1999.

Construction Equipment Noise

Building construction would temporarily increase noise in the site vicinity. Project construction would increase noise levels in areas surrounding the project site. The construction period would last approximately 15 months and would not include pile driving. Sensitive noise receptors located adjacent to or near the project site include the live/work units located immediately adjacent to the eastern project boundary (although these residents have signed a noise waiver prior to purchase) as well as residential units located generally to the south (across 20th Street), east (across York Street), and west (across Bryant Street). Construction noise could result in noise peaks that temporarily disrupt office uses to the west and daytime activities in adjacent live/work units by interfering with normal speech and concentration (above exterior noise levels of 70 to 80 dBA). The effect would be limited in time, depending upon the phase and duration of construction activities.

Sections 2907 and 2908 of Article 29 of the *Police Code* regulate construction equipment and construction work at night. Section 2907(b) states "it shall be unlawful for any person, including the City and County of San Francisco, to operate any powered construction equipment, regardless of age or date of acquisition, if the operation of such equipment emits noise at a level in excess of 80 dBA when measured at a distance of 100 feet from such equipment, or an equivalent sound level at some other convenient distance." Exemptions to this requirement include impact tools and equipment, pavement breakers, and jackhammers. The Ordinance requires that such equipment be equipped with intake/exhaust mufflers and/or acoustically attenuating shields/shrouds recommended by the manufacturers and approved by the Director of Public Works to best accomplish maximum noise attenuation.

In addition to the 80-dBA noise limit, Section 2908 of the *Police Code* prohibits any person, between the hours of 8:00 p.m. of any day and 7:00 a.m. of the following day to erect, construct, demolish, excavate for, alter, or repair any building or structure if the noise level created is in excess of the ambient noise level by 5 dBA at the nearest property line unless a special permit therefore has been applied for and granted by the Director of Public Works.

Construction-related noise levels at 50 feet range from about 76 to 85 dBA for most types of construction equipment with slightly higher levels of about 88 to 91 dBA for certain types of earthmoving and impact equipment. The rate of attenuation is about six decibels (dBA) for every doubling of distance from a point source. It should be noted that such noise levels would be sporadic rather than continuous in nature because different types of construction equipment would be used throughout the construction process.

Average construction-related noise levels could be maintained below 80 dBA throughout project construction at distances of approximately 100 to 125 feet from the site. Distances of approximately 200 would be required to maintain average noise levels below 70 dBA. However, the adjacent live/work units are located immediately adjacent to the site (within a few feet) and residential units to the south and west are located within 50 to 60 feet of the site. At such close distances, average construction-related noise levels could not be maintained below 80 dBA. The live/work units would help shield residences to the east (across York Street) from most project-related construction noise, except when the proposed building at 19th and York streets is constructed. When demolition/construction activities occur at this location, average construction noise levels would also exceed 80 dBA at residences within 100 to 125 feet.

Where construction-related noise levels would have the potential to exceed the 80-dBA criterion, potential noise increases could significantly disturb nearby residences if feasible noise controls are not implemented. If feasible noise controls are implemented, noise levels could be generally maintained at or below the 80-dBA criterion at distances of 25 feet or greater. In addition to hourly restrictions specified in the Section 2908, additional measures which would minimize potentially significant construction noise impacts to a less-than-significant level are included as Mitigation Measure 1, page 41.

Construction Truck Noise

In addition to on-site noise, local streets providing access to the site would be subject to temporary noise increases due to trucks off-hauling excavated materials and delivering materials (e.g., concrete). The effects of potential truck noise intrusion would depend on the level of background noise already occurring at a particular receptor. In quiet noise environments (Leq averaging 50 dBA), one truck would be noticeable. However, in slightly noisier environments (Leq averaging 60 dBA), the threshold level is higher and it would take 10 trucks per hour to noticeably increase the noise exposure. In moderately noisy environments (Leq averaging 70 dBA), the noise increase would be perceptible with the addition of 100 trucks per hour.[8] In quiet noise environments, truck noise is mainly a single event disturbance because, although the hourly average associated with a short single event is not very high, individual noise peaks of 80 to 85 dBA are common during a truck passage. In noisy environments, truck noise would be perceived as part of the total noise environment rather than as an individual disturbance. The project site at 64 to 65 dBA would be considered slightly to moderately noisy.

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[8] Derived from Caltrans, *Noise Technical Analysis Notes,* 1989.

Section 2901 of the *San Francisco Police Code* would prohibit operation of haul trucks during the nighttime hours (8 p.m. to 7 a.m.), minimizing potential noise impacts on sensitive receptors located along haul routes. Assuming truck traffic would not exceed 10 trucks per hour, no significant truck-related noise impacts would be anticipated. Although the project's hourly truck traffic volumes are currently unknown, a measure to reduce this impact to a less-than-significant effect is included as Mitigation Measure 2 on page 42.

No pile driving would be required for construction of the project.[9]

Operational Noise

The Environmental Protection Element of the *Master Plan* contains guidelines for determining the compatibility of various land uses with different noise environments. In areas where noise levels are between 65 and 75 dBA (Ldn), the guidelines recommend that new office construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features are included in the project design. Short-term noise measurements at the site indicate noise levels of 64 to 65 dBA (Leq or Ldn) at 50 feet from the centerlines of Bryant and 19th streets. Since the proposed buildings would be located approximately 35 feet from the centerline of Bryant Street and 30 feet from the centerlines of 19th and 20th streets, noise levels at project buildings would likely slightly exceed the 65 dBA (Ldn), and City noise guidelines would require a detailed noise analysis and incorporation of needed noise insulation measures into the project design. In general, noise levels in the range of 65 to 75 dBA (Ldn) are high enough to be of concern for office uses, but common building construction typically reduces noise sufficiently to achieve an acceptable indoor noise environment.

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[9] Rudolph, R. William, Geotechnical Engineer, Subsurface Consultants, Inc., telephone conversation with Sally Maxwell, principal, Maxwell & Associates, July 22, 1999. Mr. Rudolf stated that a mat foundation would be used for construction of the proposed project.

To mitigate potential noise impacts on project uses, the City's noise compatibility guidelines shall require that the proposed buildings incorporate any necessary noise abatement measures to achieve interior noise levels of 50 to 55 dBA (Ldn). While such levels may be achievable using common building construction, mechanical ventilation may need to be provided if windows must be closed in order to achieve such interior levels.

In addition, the project shall be required to comply with the *San Francisco Noise Ordinance, San Francisco Police Code* Section 2909, "Fixed Source Noise Levels," which regulates mechanical equipment noise. The project site is zoned for commercial and industrial uses, and in these districts, the Ordinance limits equipment noise levels at the property line of an affected property to 70 dBA at anytime. However, the north-western portion of the site (along the Bryant Street frontage) is located adjacent to the RH-2 Zoning District where the noise limit is 55 dBA at anytime. The *San Francisco Noise Ordinance,* states that the lower sound level shall apply where the property line of the affected property is on a boundary between two zoning districts. The proposed project would be required to comply with the lower noise limit of 55 dBA along the northwestern (Bryant Street) and southwestern (20th Street) site frontages, where it abuts residential zoning districts (RH-2 and RM-1 districts). Since equipment noise would be limited by Ordinance to 55 dBA, the project's operational noise would be similar to ambient noise levels in the project area. Assuming equipment were operated on a 24-hour basis, the maximum allowable 24-hour noise level would be 61 dBA (Ldn). When such levels are added to existing and future ambient noise levels, the resulting noise increase would be less than 2 dBA. When compared to the significance criteria outlined above, such a noise increase would not be significant.

Project-related traffic increases would incrementally increase noise levels along local streets. Based on traffic estimates for this project,[10] the project would increase existing traffic levels by approximately 15 percent or less along local streets in the project vicinity. To produce a noise increase that is barely perceptible, existing traffic volumes would need to double (a 100 percent increase would result in a 3 dBA increase). Noise increases attributable to the proposed project would be less than 1 dBA. Cumulative (2015) traffic increases would result in additional traffic increases of up to 13 percent over project levels. Such increases would also result in noise increases of less than 1 dBA. When project and cumulative increases are considered together, traffic volumes would increase by a total of 28 percent or less, and such increases would result in cumulative noise increases of 1 dBA or less. Based on the significance criteria outlined above, such noise increases would not be significant.

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[10] The Duffey Company, *Bryant Square Transportation Impact Report (Figures 4, 7, and 8),* Preliminary Draft, March 3, 1999.

Because the proposed project would not significantly increase noise levels due to project-related traffic increases and mechanical equipment operation, no further study is required and operation noise will not be addressed in the EIR.

6. Air Quality/Climate – Could the Project:	Yes	No	Discussed
a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	___	X	___
b. Expose sensitive receptors to substantial pollutant concentrations?	___	X	___
c. Permeate its vicinity with objectionable odors?	___	X	___
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	___	X	___

Construction Air Quality Emissions

The project would entail excavation of a two-story underground garage. Demolition, land clearing, grading and other ground-disturbing construction activities would temporarily affect local air quality for about one to two months, causing a temporary increase in particulate dust and other pollutants. Dust emissions during demolition and grading would increase particulate concentrations near the project site. A portion of these emissions would likely result from equipment traveling over unpaved areas and such dust emissions would have the greatest nuisance potential. Fugitive dust is emitted during disturbance of soil and as a result of wind erosion over exposed earth. Dustfall can be expected at times on surfaces within 200 to 800 feet.

Under high winds exceeding 12 miles per hour, localized effects including human discomfort might occur downwind from blowing dust. Construction dust is composed primarily of particularly large particles that settle out of the atmosphere more rapidly with increasing distance from the source and are easily filtered by human breathing passages. In general, construction dust would result in more of a nuisance than a health hazard in the vicinity of construction activities. About one-third of the dust generated by construction activities consists of smaller size particles in the range that can be inhaled by humans (*i.e.,* particles 10 microns or smaller in diameter, known as PM_{10}, although those particles are generally inert). Persons with respiratory diseases immediately downwind of the site, as well as any unprotected electronics equipment, could be sensitive to this dust.

Dust generation would be constant but would be highly variable. The amount of dust generated on a given day would be dependent on types and amount of construction activity, and meteorological and soil conditions. The highest potential for dust generation occurs during the summer months when winds are highest on average and soil moisture is lowest.

Effects of construction activities would be increased dustfall and locally elevated levels of fine particulate matter. Construction activities have the potential to create a temporary nuisance. Project construction impacts are considered to be potentially significant on a temporary and localized basis. A mitigation measure that would reduce temporary construction air quality impacts to a level of insignificance has been included in the project (see Mitigation Measure 3, page 42). No further discussion of construction air quality effects will be in included in the EIR.

Emissions from Operations

A background air quality report has been prepared for the project by Orion Environmental Associates.[11] This report has been used as the basis for the analysis of project and cumulative air quality emissions.

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[11] Orion Environmental Associates, "Bryant Square Air Quality Report," June 3, 1999. This report is available in the project case file (98.635E: Bryant Square) and is available for review at the Planning Department, 1660 Mission Street, 5th floor.

Few air quality impacts would result due to construction of the project. Project-generated motor vehicle pollutant emissions were estimated based on the URB7G computer model developed by the California Air Resources Board.[12] The proposed project would generate about 3,324 net new daily person trips, and about 2,260 new trip by automobile resulting in air emissions of criteria pollutants. However, none of the project-related emission increases would exceed their respective significance thresholds. Thus the project would result in a less-than significant impact on regional air quality. Because the project would not exceed any project-specific threshold of significance, it would not result in any significant cumulative impacts. This analysis will not be further addressed in the EIR.

A micro-scale air quality impact analysis was conducted at seven study intersections (those analyzed in the traffic analysis). Under worst-case conditions, *(i.e.,* minimum dispersion meteorology, maximum traffic levels, and maximum non-local or background CO levels), estimated CO levels would not exceed (violate) one-hour state or federal standards. With respect to the eight-hour CO State and federal standards, there are currently local exceedances (violations) at two study intersections. These exceedances would continue to occur with the project. The project would add less than 0.1 parts per million of CO, which is an incremental impact considered to be a less than "measurable" increase. Within the next several years (by 2010), these two eight hour CO "hot spots" are expected to dissipate with or without project implementation due to progressively cleaner cars and slowly declining background CO levels exceeding the rate of local traffic growth/congestion. By 2010, neither the project or cumulative development would contribute to a CO exceedance. This analysis will not be further addressed in the EIR.

Shadow

Section 295 of the *San Francisco Planning Code* was adopted in response to *Proposition K* (passed November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 restricts new shadow on public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the Planning Commission finds the impact to be insignificant. No other new development is proposed in the area, so no cumulative shadow effects would be expected to result due to project implementation. Because the proposed project would exceed 40 feet in height, it will be analyzed for compliance with *Proposition K.* This analysis will be further included in the EIR.

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[12] Bay Area Air Quality Management District (BAAQMD), *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans,* April 1996.

Wind

The proposed project would add two new buildings to a site that has existing structures. A 1,200 square foot one-story building would be replaced by a two-story 4,100 square foot building. A 25,550 square foot three-story wood-frame structure and a 7,500 square foot two-story metal shed would be replaced by a 122,050 structure four- and five-stories tall. These new buildings would not be of sufficient scale to alter pedestrian-level wind conditions in the vicinity. No adverse wind effects would be expected to result from the project. No other new development is proposed in the area, so no cumulative wind effects would be expected to result due to project implementation. Wind effects will not be further analyzed in the EIR.

7.	Utilities/Public Services – Could the Project:	Yes	No	Discussed
a.	Breach published national, state or local standards relating to solid waste or litter control?		X	
b.	Extend a sewer trunk line with capacity to serve new development?		X	
c.	Substantially increase demand for schools, recreation or other public facilities?		X	X
d.	Require major expansion of power, water, or communications facilities?		X	X

The proposed project would add about 146,600 gross square feet of office, about 9,550 gross square feet of retail, about 4,700 square feet of light industrial, and about 6,000 square feet of art-related activities, after renovating 24,000 square feet and demolishing 34,000 square feet of light industrial uses and arts-related activities. This would not substantially increase the area's operational demand for utilities and public services. The incremental increase in demand for utilities and public services would not exceed amounts expected and provided for in a developed area, such as in the Northeast Mission Industrial Zone area. The commercial uses would not generate solid waste in excess of the capacity of waste disposal services, and would not increase water and energy consumption, in excess of amounts planned and provided for in this area. Hence, utilities and public services would not be adversely affected by the project and will not be further addressed in the EIR.

8. Biology – Could the Project:	Yes	No	Discussed
a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	___	X	X
b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	___	X	___
c. Require removal of substantial numbers of mature, scenic trees?	___	X	___

The project block and a majority of the surrounding land uses, with an exception of the yards at adjacent residences, are developed and covered with structures and impermeable surfaces. Terrestrial birds in the area are limited to species adapted to urbanization and human presence such as English sparrows, starlings, and Brewer's blackbirds. The urbanized character and lack of suitable cover and food sources limit occurrences of terrestrial mammals to those species adapted to urban environments. These include Norway rats, house mice, meadow mice, and gophers, in addition to domestic and feral cats and dogs. None of these species are rare or endangered.

No landscaped trees would be removed for the project. However, because the project site is in a developed urban area and is almost completely covered by structures and impervious surfaces, development of the site would not affect any other plants or possible animal habitats. No rare, threatened, or endangered species would be affected by the project. Biological effects will not be further addressed in the EIR.

9. Geology/Topography – Could the Project:	Yes	No	Discussed
a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?		X	X
b. Change substantially the topography or any unique geologic or physical features of the site?		X	

The elevation of the project block varies from about 23.6 feet (at the intersection of 20th and Bryant Streets) to about 32 feet (at the intersection of 19th and York Streets), San Francisco City Datum (SFD). The elevation at the intersection of 19th and Bryant Streets is 26 feet and the intersection of 20th and York Streets is 31.4 feet.

Maps in the *General Plan* indicate areas in which one or more geologic hazards exist. The project site is located in the following Seismic Hazards Study Zones – Areas of Liquefaction Potential, Potential Inundation by Tsunamis, Potential Inundation Due to Reservoir Failure. In addition, the site is likely to experience violent groundshaking during a large earthquake on one of the nearby faults.

A preliminary geotechnical investigation was conducted for the project site.[13] The preliminary Geotechnical Investigation found that the site is suitable for development provided that the recommendations included in the report are incorporated into the design and construction of the proposed development. Specific recommendations include: If the results of future geotechnical investigations indicate the fill can support load without erratic and unpredictable settlement, a mat foundation may be used. The design of the foundation system would be based on the results of the geotechnical investigation.[14] The project sponsor has agreed to follow the final geotechnical investigation's recommendations in constructing the project.

The final building plans will be reviewed by the Department of Building Inspection (DBI). In reviewing building plans, the DBI refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. Sources reviewed include maps of Special Geologic Study Areas as well as the building inspectors' working knowledge of areas of special geologic concern. The above referenced geotechnical investigation will be available for use by the DBI during its review of building permits for the site. Also, DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed. Geologic and seismic concerns will not be further addressed in the EIR.

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[13] Subsurface Consultants, Inc., Preliminary *Geotechnical Investigation, Bryant Square Project, 19th, Bryant, 20th, and York Streets (Block 4080), San Francisco, California,* September 1998.

[14] Rudolph, R. William, Geotechnical Engineer, Subsurface Consultants, Inc., telephone conversation with Sally Maxwell, principal, Maxwell & Associates, July 22, 1999. Mr. Rudolf stated that a mat foundation would be used for construction of the proposed project.

10.	Water – Could the Project:	Yes	No	Discussed
a.	Substantially degrade water quality, or contaminate a public water supply?		X	
b.	Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?		X	X
c.	Cause substantial flooding, erosion or siltation?		X	

The proposed project site is currently covered with several buildings and impervious surfaces. The proposed project would not change these conditions. Thus, no water quality impacts would occur as a result of project implementation. The project would not alter the drainage pattern of the site. Site runoff would continue to drain into the City's combined sanitary and storm drainage. The project would not affect water quality or the public water supply. The project would not result in additional flooding, erosion, or siltation.

The potential to expose people to groundwater contamination hazards during project construction is discussed under 12. Hazards, below. No further analysis of water resources is required in the EIR.

11.	Energy/Natural Resources – Could the Project:	Yes	No	Discussed
a.	Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?		X	X
b.	Have a substantial effect on the potential use, extraction, or depletion of a natural resource?		X	

Upon project implementation, energy consumption would be greater than the amount currently consumed at the site. However, the project would be required to comply with energy performance standards of Title 24 of the *California Code of Regulations* and thus would not use energy in a wasteful manner. The proposed project would consume energy in the form of electricity, natural gas, and fuel (gasoline and diesel). The project would not generate a substantial increase in demand upon existing sources of energy, or require the development of new sources of energy. No further analysis of energy will be included in the EIR.

12.	Hazards – Could the Project:	Yes	No	Discussed
a.	Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?		X	X
b.	Interfere with emergency response plans or emergency evacuation plans?		X	X
c.	Create a potentially substantial fire hazard?		X	

Existing Hazardous Materials in Soil and Groundwater

Hazardous materials or petroleum products could potentially be present in the soil or groundwater at the project site as a result of past site activities or migration to the site from off-site sources. The presence of hazardous materials or petroleum products may require special handling of the soil and groundwater produced during construction. This section summarizes the potential presence of these materials and the legally required measures that would be implemented if they are present.

Review of historic records indicates that the project area has been used for a variety of industrial/commercial uses since the late 1800's and was built to its current configuration by the 1960s.[15] Businesses which may have involved the use of hazardous materials include:

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[15] William Dubovsky Environmental, *Phase I Environmental Site Assessment at Block 4080, San Francisco, California.* September 4, 1997.

- a woolen manufacturing company,
- a plaster-of-paris letter factory,
- a dyeing and cleaning works,
- a laundry,
- a radio company, and
- a woodworking facility.

In addition, three underground storage tanks (USTs) were previously located within or adjacent to the proposed project site at 2747 19th Street, 720 York Street, and 2850 20th Street. The removal of these USTs and the quality of soil and groundwater quality remaining in place is described below.

As part of a Phase I Environmental Site Assessment conducted in 1997, regulatory agency databases were reviewed to identify potential environmental cases that could affect soil or groundwater quality at the proposed project site.[16] These include sites where contamination is either suspected or confirmed by the regulatory agencies. In general, sites with documented soil contamination would not be expected to affect soil quality within the project boundaries, unless the contamination extends on to the property.

Groundwater plumes originating outside the project boundaries can migrate over long distances and could potentially affect groundwater quality at the project site. Depending on the concentrations present, the chemicals present in the groundwater could cause a health risk to site occupants or require special handling requirements for any groundwater produced during normal site construction and operations, such as dewatering. Those sites located in an upgradient direction would be considered to have the greatest potential to affect the proposed project site because plumes could migrate towards the proposed project site.

The groundwater flow direction indicated in the vicinity of the proposed project site is toward the northwest.[17,18] The database review conducted for the Phase I Environmental Site Assessment did not identify any environmental cases upgradient of the proposed project site within a ¼ mile radius. Therefore, no off-site sources of hazardous materials or petroleum products have been identified.

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[16] William Dubovsky Environmental, 1997.

[17] McCulley Frick & Gilman, Inc., *Preliminary Soil and Groundwater Investigation Report, Moore Earth Inc., 720 (750) York Street, San Francisco, California,* December 24, 1997b.

Previous investigations conducted within the proposed project site include sampling in support of removal/closure activities at the three UST sites located within or near the project area as well as an environmental investigation conducted for the proposed project. The following sections describe the soil and groundwater quality within the proposed project site on the basis of analytical results for each of these activities.

2747 19th Street. A 1,500-gallon heating oil UST was removed from this site, located within the proposed project boundaries, in February 1997. Total petroleum hydrocarbons such as diesel, benzene, toluene, ethylbenzene, and xylenes were not detected in the two soil samples collected from the UST excavation following removal of the tank.[19] On the basis of these analytical results, no further work was required, and the San Francisco Department of Public Health granted closure of the underground storage tank case.

2850 20th Street. A 1,500-gallon heating oil UST was removed from this site, located within the proposed project boundaries, in September 1997. Total petroleum hydrocarbons such as diesel, benzene, toluene, ethylbenzene, and xylenes were not detected in the two soil samples collected from the UST excavation following removal of the tank.[20] On the basis of these analytical results, no further work was required, and the San Francisco Department of Public Health issued a notice of completion for the UST removal.[21]

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[18] The inferred groundwater flow identified in the Phase I Environmental Assessment was toward the west. However, a groundwater quality investigation was subsequently conducted for the leaking underground storage tank site at 720 York Street and the observed groundwater flow was toward the northwest. The conclusions presented in this initial study take into consideration the observed groundwater flow direction and may differ from the Phase I Environmental Assessment for this reason.

[19] Golden Gate Tank Removal, *Tank Closure Report, 2747 19th Street, San Francisco, California,* March 3, 1997a.

[20] Golden Gate Tank Removal, *Tank Closure Report, 2850 20th Street, San Francisco, California,* September 15, 1997c.

[21] City and County of San Francisco, Department of Public Health, *Notice of Completion, Underground Storage Tank Removal*, November 7, 1997b.

720 York Street. This site is located along York Street, adjacent to the existing live/work space and outside of the proposed project boundaries. A 550-gallon heating gasoline UST was removed from this site in February 1997. Total petroleum hydrocarbons (gasoline) was detected at a maximum concentration of 2,200 milligrams per kilogram in a soil sample from beneath the UST excavation. Benzene, toluene, ethylbenzene, and xylenes were also detected in this soil sample, and the concentration of lead detected in soil samples from beneath the excavation was 10 milligrams per kilogram. On the basis of these analytical results, additional soil was removed from the excavation and the excavation was backfilled. The maximum concentration of total petroleum hydrocarbons as gasoline detected in soil samples from the final excavation bottom was 6,200 milligrams per kilogram; ethylbenzene and xylenes were also detected in this soil sample.[22] These soil samples were all collected from outside of the proposed project boundaries.

An investigation was subsequently conducted to evaluate soil and groundwater quality remaining in place after the excavation was backfilled. Two groundwater monitoring wells were installed within the proposed project boundary as part of this investigation. Total petroleum hydrocarbons as gasoline and benzene, toluene, and ethylbenzene were not detected in soil samples from the 16-foot depth of these borings. Xylenes were detected at 0.018 milligrams per kilogram in one boring. In addition, total petroleum hydrocarbons, benzene, toluene, ethylbenzene, xylenes, MTBE, and semivolatile organic compounds were not detected in groundwater samples from these monitoring wells. Chloroform was detected at 0.0056 milligrams per liter in the groundwater sample from one monitoring well. A sheen was observed on the groundwater surface in one monitoring well, and a mothball odor was also noted.

Three borings were also installed near the former UST location (outside of the proposed project boundaries) as part of this investigation. Soil samples from these borings contained total petroleum hydrocarbons as gasoline at a maximum concentration of 5,500 milligrams per kilogram, and ethylbenzene and xylenes were also identified.[23] A groundwater monitoring well was installed in one of the borings and total petroleum hydrocarbons as gasoline detected in the groundwater was 23 milligrams per liter. Ethylbenzene and xylenes were also identified in the groundwater sample from this monitoring well. MTBE was not identified in any of the soil or groundwater samples analyzed as part of the overexcavation activities or soil and groundwater quality investigation.[24]

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[22] Golden Gate Tank Removal, *Tank Closure Report, 720 York Street, San Francisco, California,* March 31, 1997b.

[23] McCulley Frick & Gilman, Inc., *Preliminary Report of Findings, Site Investigation/Remediation Scenarios and Cost Estimates, Former Gasoline Underground Storage Tank, 720 York Street, San Francisco, California,* December 10, 1997a.

A soil and groundwater quality investigation was conducted for the proposed project in August 1998.[25] This investigation included the installation of five soil borings within the proposed project site, with the laboratory analysis of soil and groundwater samples from each boring. Total extractable petroleum hydrocarbons such as diesel was detected at 17 milligrams per kilogram and total extractable petroleum hydrocarbons as oil was detected at 230 milligrams per kilogram in the 13 to 14 foot depth from one boring located near the previous UST at 2850 20th Street. Total petroleum hydrocarbons were not identified in the soil samples from the remaining four borings. Freon 113, a volatile organic compound was detected in the soil sample analyzed from each boring at concentrations ranging from 3.8 to 4.4 milligrams per kilogram. The source of the Freon 113 is not known. Tmetals concentrations detected in the soil samples from these borings did not exceed California regulatory criteria for the classification as a hazardous waste.

Groundwater was encountered at 14 to 19 feet below ground surface during this investigation. Total extractable petroleum hydrocarbons as diesel was identified in groundwater samples from each of the borings at concentrations ranging from 0.091 to 0.16 milligrams per liter and total extractable hydrocarbons as oil was identified in three of the groundwater samples at concentrations ranging from 0.3 to 0.47 milligrams per liter. Chloroform was also detected at 0.0048 milligrams per liter in one groundwater sample.

The San Francisco Department of Public Health Local Oversight Program has reviewed available information regarding the status of site investigation and remedial actions for the underground storage tank. In a letter to the project sponsor, the Health Department states: "Based upon the available information and with the provision that the information provided to this agency was accurate and representative of site conditions, no further investigative and/or remedial action related to the underground tank release is required.[26]

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[24] McCulley Frick & Gilman, Inc., 1997a.

[25] Subsurface Consultants, Inc., *Results of Environmental Testing, Soil and Groundwater, Bryant Square Project, 19th, Bryant, 20th, and York Streets (Block 4080), San Francisco, California,* October 5, 1998.

Impacts Related to Presence of Hazardous Materials in the Soil and Groundwater

During construction of the proposed project, construction workers and the public could be exposed to hazardous materials or petroleum products present in the soil and groundwater, particularly during excavation and dewatering activities. These materials could also be released to the environment. However, hazardous materials and public health regulations are well established to govern the investigation and handling of these materials to protect public health and the environment. These measures, described below, would reduce potential risks to construction workers, the public, and the environment.

Petroleum hydrocarbons and volatile organic compounds have been detected in the soil and groundwater within the proposed project site although a specific source of these chemicals has not been identified. Detection of these substances would normally require notification of the San Francisco Department of Public Health Local Oversight Program to identify the appropriate actions needed to address the presence of hazardous materials or petroleum products. On the basis of this, the following measures are included as part of the proposed project to address the presence of petroleum hydrocarbons and volatile organic compounds:

- The project sponsor would ensure that a copy of the report prepared for the environmental investigation of the proposed project site (Subsurface Consultants, 1998) is submitted to the San Francisco Department of Public Health Local Oversight Program with a description of the proposed construction plans to identify any need for further investigation as well as special handling requirements for any soil or groundwater disturbed during construction.

  Depending on the Local Oversight Program requirements, preparation of a risk evaluation and a remediation plan could be required for the proposed project. The risk evaluation would identify acceptable levels of each chemical in the soil and groundwater based on the future use of the site. The remediation plan would typically include an assessment of the type of chemicals encountered, characterization of the extent of affected soil/and or groundwater, methods that are planned to remediate the site, and sampling that shall be conducted to demonstrate appropriate remediation of the affected soil and/or groundwater for the anticipated land use. The project sponsor would coordinate with the appropriate regulatory agencies and comply with applicable regulations as necessary for each of these activities to ensure that public health and safety are protected.

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[26] Cherie McCaulou, Project Director, City and County of San Francisco, Department of Public Health, Environmental Health Management, letter to Ms. Sharon Lee Polledri, SKS Investments LLC, June 6, 1999.

- The Phase I Environmental Site Assessment conducted for the proposed project area did not include a detailed inventory or inspection of existing tenants and their use of hazardous materials or petroleum products to evaluate environmental conditions where these materials are used. Measures to address this are identified under *Current Land Uses Associated with Hazardous Materials*, below. In addition, the project sponsor would ensure that construction workers are alerted to the potential signs of previously unidentified hazardous materials or petroleum products that could be encountered during excavation and construction including stained soil, odors, and excavation of previously unidentified structures including USTs. If previously unidentified hazardous materials or petroleum products are encountered, sampling would be conducted to identify the chemicals present and it would be necessary to notify the regulatory agencies. The procedures described above would be followed for risk evaluation and remediation of any substances identified. With the implementation of these measures, impacts related to the current use of hazardous materials or substances would not be expected to be significant.

In compliance with applicable federal Occupational Safety and Health Administration (OSHA) and Cal/OSHA regulations, the project sponsor would require the construction contractor to prepare a site-specific Safety and Health Plan (SHP). The plan would be reviewed by the San Francisco Department of Public Health prior to construction. The Safety and Health Plan would include provisions for responding to unknown site conditions that could be encountered during construction. This has been added as Mitigation Measure 4, below, page 43.

Off-site disposal at a permitted facility would likely be required for soil excavated for the construction of underground parking. If required, the project sponsor shall ensure that a Soil Management Plan is prepared to identify measures for the handling of soil produced during excavation, to control dust and runoff during construction, and to characterize soil for off-site disposal purposes. To minimize potential public health impacts associated with exposure to respirable nuisance dust, including impacts to sensitive receptors, dust control measures have been included in the mitigation measures for air quality to minimize the potential public health impact associated with dust emissions and air quality pollutants. (See also Mitigation Measure 3, page 42.)

The project sponsor would obtain a permit for discharge of groundwater produced during construction dewatering to the City's combined storm and sanitary sewer from the San Francisco Department of Public Works (SFDPW) in accordance with the City's *Industrial Waste Ordinance* (*Public Works Code,* Article 4.1). Based on existing sampling, this groundwater may contain petroleum hydrocarbons and chloroform. In addition, petroleum hydrocarbons, ethylbenzene, and xylenes have been identified in the groundwater at 720 York Street, adjacent to the proposed project site. Dewatering of the proposed project site could cause migration of these chemicals onto the proposed project site.

If the groundwater contains chemical concentrations in excess of the required discharge criteria, pre-treatment would be required. If standards cannot be met with on-site treatment, off-site disposal by a certified waste hauler would be required.

The project sponsor would ensure that from the time that ground surfaces are exposed until the time that all excavation activities have been completed, a fence is erected around the area where chemicals have been identified in the soil and site access is restricted to necessary personnel. Warning signs prohibiting access by the general public onto the project site would be posted at all construction access points. Access would be limited to authorized personnel only.

Hazardous Building Materials

The building at 2101 Bryant Street is planned for renovation as part of the proposed project and the building at 2121 Bryant Street, metal shed behind this building, and wood building located at the corner of York and 19th Streets would be demolished. Hazardous building materials including asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain polychlorinated biphenyls (PCBs), fluorescent lights containing mercury vapors, and lead-based paints could be present in these buildings. Unless properly abated prior to renovation or construction, these materials would present potential health risks to site workers and the public. Once removed, these materials would also require special disposal procedures. However, public health regulations are well established to govern the abatement and disposal of these materials. The handling and disposal of any potentially hazardous building materials will be included in the Safety and Health Plan prepared for the project. These measures would reduce potential risks to construction workers, the public, and the environment.

Accessible portions of the buildings located at 2101 and 2121 Bryant Street were surveyed for asbestos, lead-based paint, and PCBs in 1998.[27,28] The following is a summary of the results of the survey:

Asbestos was not detected in any of the samples analyzed as part of the survey. However, vinyl floor tiles at Sierra Pacific Casting at 2101 Bryant Street and floor tiles, linoleum, and carpet mastic on the 2nd and 3rd floors of both 2101 and 2121 Bryant Street are assumed to be asbestos-containing materials. These materials were not accessible for sampling at the time of the survey, but would need to be sampled prior to activities which would disturb them to confirm whether asbestos-containing materials are present. Currently these materials are in generally good condition and do not pose an environmental or health and safety concern.

Lead-based paint was identified in the green paint of the interior stairwell and 2nd floor window sill of 2121 Bryant Street; the white paint on the third floor brick ledge of 2101 Bryant Street; and silver paint on the roof of 2101 Bryant Street.

Polychlorinated biphenyls (PCB) were not detected in the window sealants sampled. In addition, no potential PCB-containing items were observed at the proposed project site during inspections made for the Phase I Environmental Site Assessment.[29]

If hazardous building materials were to remain in existing buildings, these materials could cause adverse health impacts to construction workers during demolition or renovation and possibly to future building occupants if left in place. The public could be exposed to these materials if appropriate abatements were not performed prior to demolition or renovation or if proper management procedures were not implemented for hazardous materials that would be left in

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[27] Only the unoccupied portions of these buildings could be inspected at the time of the survey. Many portions of the buildings were occupied, and therefore not inspected.

[28] Hygienetics Environmental, *Asbestos, Lead Based Paint & Polychlorinated Biphenol (sic) Survey Report. Property at: Bryant Square, 2100 Bryant Street, San Francisco, California,* March, 1998.

[29] William Dubovsky Environmental, 1997.

place. Soil around a structure could also become contaminated by hazardous building materials if these materials were released to the environment.

The sampling conducted for the hazardous building materials survey at 2101 and 2121 Bryant Street was nondestructive in nature. Destructive sampling would be required to more fully evaluate the potential presence of hazardous materials prior to any demolition or extensive renovations. In addition, the shed behind 2121 Bryant Street and the building located at the corner of York and 19th streets as well as the inaccessible areas of the buildings at 2101 and 2121 Bryant Street were not surveyed for hazardous building materials. The Safety and Health Plan would determine whether more extensive sampling is required for 2101 and 2121 Bryant Street and whether hazardous building materials surveys are necessary for the inaccessible areas of the these buildings as well as the two buildings that have not been surveyed prior to demolition or extensive renovation. Hazardous building materials that would be surveyed include, at a minimum, asbestos-containing materials, lead-based paint, PCB-containing electrical equipment, and fluorescent light tubes.

Lead-based paint identified at 2101 and 2121 Bryant Street, as well as any additional hazardous building materials identified by further sampling or surveys, would be properly abated and disposed of prior to demolition or renovation in accordance with the Safety and Health Plan. The key applicable regulations pertaining to the abatement of hazardous building materials include the federal Occupational Safety and Health Administration (OSHA), Cal/OSHA, Title 22 of the *California Code of Regulations*, and regulations as well as the City's *Hazardous Materials Ordinance* and Chapter 36 of the City's *Building Code.*

Current Land Uses Associated with Hazardous Materials

Currently the project site is used for a variety of purposes including offices, clothing manufacturing, retail sales, an automobile repair shop, commercial bakery, a coffee roasting business, a roofing contractor, and a clothing manufacturer. Three of the buildings are currently vacant. Although a thorough tenant survey or inventory of hazardous materials within the proposed project site has not been completed, the currently identified land uses which may involve the use of hazardous materials or petroleum products include the automotive repair shop, roofing contractor, and clothing manufacturer. In addition, 16 drums labeled as hazardous waste were observed in the pedestrian walkway adjacent to 2101 Bryant Street in December 1998.[30] These have been removed since then.[31]

The database review conducted did not identify any registered underground storage tanks within the proposed project boundaries. Thomas Fetherstone located at 720 York Street and R and R Abeline located at 750 York Street are permitted Small Quantity Generators of hazardous waste in accordance with RCRA.[32,33]

At locations where existing businesses handle or store hazardous materials or petroleum products, potential may exist for encountering hazardous materials or petroleum products during construction, depending on current and past management practices. Unless properly managed, these materials could pose a potential health risk to the construction workers, public, and the environment.

The Safety and Health Plan would require that prior to renovation and demolition activities, a complete inventory of tenants and the hazardous materials or petroleum products used by each tenant is conducted to identify hazardous materials or petroleum products used within the proposed project site. This inventory would include a review of any Hazardous Materials Business Plans[34] and Risk Management and Prevention Plans[35] for any tenant located within the proposed project boundaries.

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[30] Mary McDonald, Orion Environmental Associates. Site walk through in December 1998.

[31] Sally Maxwell, Principal, Maxwell & Associates. Site walk through in July 1999.

[32] In accordance with the *Resource Conservation and Recovery Act (RCRA),* facilities which generate between 100 kilograms and 1000 kilograms of hazardous waste are considered small quantity generators of hazardous waste and are required to obtain a permit from the appropriate regulatory agency for handling these wastes.

[33] William Dubovsky Environmental, 1997.

[34] A Hazardous Materials Business Plan is a plan submitted to the San Francisco Department of Public Health. The plan provides details on the use of hazardous materials at a facility and identifies where these materials were used and stored.

[35] A Risk Management and Prevention Plan is a plan submitted to the San Francisco Department of Public Health. The plan details the use of any acutely hazardous materials at a site including the processes that used the acutely hazardous material and the locations the material was used or stored.

Any tenants vacating the site prior to construction of the proposed project would be required to remove any hazardous materials or petroleum products and investigate the potential environmental conditions related to any facilities or equipment that involve the use of hazardous materials or petroleum products in accordance with applicable federal, state, and local regulations. Examples of facilities and equipment that involve the use of hazardous materials or petroleum products are hazardous materials storage areas (including hazardous waste storage areas), hydraulic lifts, above ground storage tanks, and oil/water separators. The Safety and Health Plan would also require that each vacated site is inspected for indications of residual hazardous materials or petroleum products once the tenant has left the site. Such indications may include abandoned containers of hazardous materials, staining of soil, staining around floor drains, or hazardous material handling equipment left in place. Legally-required removal of any hazardous materials or petroleum products identified and clean up of any identified environmental conditions associated with these materials would provide adequate public health protection, and therefore no public health impacts related to the current use of hazardous materials would be expected.

Potential Future Use of Hazardous Materials

Future land uses at the proposed project site would include offices and retail as well as the existing coffee roastery and bakery. These land uses are not expected to involve the production or use of large amounts of hazardous materials or petroleum products. However, potential future use of hazardous materials or petroleum products can not be ruled out. The use of these substances could result in inadvertent leaks, spills, or other improper handling which could potentially expose workers and the public to possible health hazards.

The project could create a potential public health hazard through the use, production or disposal of hazardous materials such as Chloroform and Freon 113 or of petroleum products. However, legally-required local, state, and federal standards for the handling and use of any such material would reduce potential public health impacts to a less-than-significant level. These standards would be incorporated as part of the proposed project during design, construction and operation. Therefore, potential impacts associated with the use, production and disposal of hazardous materials require no further study, and will not be addressed in the EIR.

Emergency Response or Evacuation Plans

Emergency response or evacuation plans would not be expected to be affected by the proposed project because the project would not substantially increase the daytime population in the neighborhood. The project would be required to conform to the Life Safety provisions of the *San Francisco Building Code* and the *Uniform Building Code*, replacing three buildings constructed prior to the enactment of those code requirements, and therefore the project would result in an increased level of public safety. A specific evacuation and emergency response plan would be developed as part of the proposed project. The project's emergency plan would be coordinated with the City's emergency planning activities. These measures are proposed as part of the project, and emergency response requires no further study. It will not be included in the EIR.

Fire Hazards

The project would not result in any increase in fire hazard since there would be no substantial change in the number of persons in the project area. In addition, since the project would be built to conform with the most recent fire prevention and safety requirements of the *San Francisco Building Code* and *Uniform Building Code*, the project would result in increased fire safety compared to the existing structures. Therefore, fire hazard requires no further study and will not be addressed in the EIR.

13.	Cultural – Could the Project:	Yes	No	Discussed
a.	Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?		X	X
b.	Conflict with established recreational, educational, religious or scientific uses of the area?		X	X
c.	Conflict with the preservation of buildings subject to the provisions of Article 10 or (proposed) Article 11 of the City Planning Code?		X	

ARCHAEOLOGY

A technical report was prepared for the project site (Allen G. Pastron, Archeo-Tec, "Archival, Cultural Resources Evaluation of the Proposed Bryant Square Project, Located within the Block Bounded by Bryant, York, 19th and 20th Streets, City and County of San Francisco, California," September 22, 1998. This report is available for public review in Project File No. 98.635E at the San Francisco Planning Department, 1660 Mission Street.

In its natural state, the project site and its immediate surroundings were on a relatively level, low-lying piece of ground at elevations ranging between 25-30 feet above mean sea level. The project site was surrounded by a series of relatively small sandy hills. Mission Creek was less than one-half mile to the north and west of the project area, and Dolores Creek ran east to west along the line of the present day intersection of Mission and 18th Streets. The sandy soils of the northern San Francisco peninsula supported a relatively sparse covering of vegetation, mainly grasses, scrub brush and occasional stands of oak and willow trees. A Native American population existed for thousands of years prior to the arrival of the first European explorers in the late 18th century.

The project would entail excavation of a two-story underground garage. No prehistoric/ protohistoric cultural resources have been recorded within, or closely adjacent to, the project area. However given that (1) the documented presence of a multiplicity of relatively deeply buried prehistoric deposits in the South of Market region, and (2) the project site and its immediate surroundings appear to have been situated within a generally favorable environmental setting for establishment of a Native American settlement, it is possible that other unrecorded archaeological deposits of similar, or even earlier age may exist, perhaps within, or in close proximity to the project site.

During the Mexican period, an early 1840s adobe structure was located within one block of (and perhaps within) the project block. Artifacts associated with this building may also have been deposited at one or more locations with the project block. Any structural remnant and/or associated features dating from the first half of the 19th century that might be encountered within the project area would probably be deemed of historical significance.

Despite the growing population of the Mission District during the Gold Rush era, no evidence suggests that any development or significant topographic alteration took place within the project block.

At the close of the 1880s, the project block was occupied by a variety of structures containing the facilities of the Golden Gate Woolen Manufacturing Company, while most of the surrounding blocks were occupied by clusters of wood-frame residences. Land uses on the block remained the same up to the Great Earthquake and Fire of 1906, when the fire came no closer to the project area than 18th and Howard Streets.

On the project block in 1914, the City of Paris Dyeing and Cleaning Works occupied the corner of 20th and Bryant Streets. The California Shade Cloth Company was located immediately to the north along Bryant Street. The Delsol Wine and Liquor Merchants and the Hotel Owners Laundry Company occupied most of the York Street frontage. The corners at 19th and Bryant Streets and at 20th and Bryant Streets remained vacant.

Implementation of Mitigation Measure 5, page 43, would reduce potentially significant adverse archaeological resource effects to a less-than-significant level. This issue does not need to be analyzed further in the EIR.

HISTORIC STRUCTURES

The structure at 2101 Bryant Street appears to be eligible for the California Register of Historic Resources and the building at 2141-65 Bryant and the adjacent corrugated metal building do not appear to be eligible for the California Register. Potential effects of the proposed project on the historic character of 2101 Bryant Street will be analyzed in the EIR based on the Secretary of Interior's Standards for Rehabilitation.

C. OTHER	Yes	No	Discussed
Require approval of permits from City Departments other than Planning Department or Department of Building Inspection or from Regional, State or Federal Agencies?	X		X

The following are the approval actions required for the project: Planning Commission determination of *General Plan* consistency; Planning Commission action on the Conditional Use authorization under Section 303 of the *Planning Code,* for the PUD, bulk limit exceptions, and demolition of an industrial building in the Industrial Protection Zone.

D. MITIGATION MEASURES

Discussed	Yes	No	N/A
1. If any significant effects have been identified, are there ways to mitigate them?	X	___	X
2. Are all mitigation measures identified above included in the project?	To Be Determined		

The following are mitigation measures related to topics determined to require no further analysis. These measures are agreed to by the project sponsor and have become part of the project.

1. *Construction Noise Impacts*

- The project sponsor shall require that the contractors' equipment and trucks used for project construction utilize the best available noise control techniques (e.g., improved exhaust mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds) in order to minimize construction noise impacts. Prior to project construction, the project sponsor shall require all construction equipment used by the contractor(s) (except for impact tools, pavement breakers and jackhammers) to be tested as part of the environmental compliance monitoring program for enforcement of mitigation measures to ensure that equipment noise does not exceed 80 dBA at 50 feet.

- Stationary noise sources shall be located as far from adjacent offices as possible. If they must be located near existing offices, they shall also be enclosed within temporary sheds.

- The project sponsor shall require the contractor(s) to use hydraulically or electrically powered impact tools (e.g., jack hammers, pavement breakers, and rock drills) wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. However, where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust would be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves would be used where feasible, and this could achieve a reduction of 5 dBA.

2. *Construction Truck Noise*

- The project sponsor shall require that the contractor(s) haul and delivery routes avoid residential streets wherever possible.

3. *Construction Air Quality*

- The project sponsor shall require the contractor(s) to spray the project site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions.

  Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require that the contractors obtain reclaimed water from the Clean Water Program for this purpose.

- The project sponsor shall require the project contractors to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions from equipment that would be in frequent use for much of the construction period.

4. *Hazardous Materials*

- In compliance with applicable federal Occupational Safety and Health Administration (OSHA) and Cal/OSHA regulations, the project sponsor would require the construction contractor to prepare a site-specific Safety and Health Plan (SHP). The plan would be reviewed by the San Francisco Department of Public Health prior to construction. The Safety and Health Plan would include provisions for responding to unknown site conditions that could be encountered during construction.

5. *Cultural*

- Given the location and depth of excavation proposed, and the likelihood that archaeological resources would be encountered on the project site, the project sponsor has agreed to retain the services of an archaeologist. The archaeologist would carry out a pre-excavation testing program to better determine the probability of finding cultural and historical remains. The testing program would use a series of mechanical, exploratory borings or trenches and/or other testing methods determined by the archaeologist to be appropriate.

  If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist would submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the ERO and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

  These additional mitigation measures would be implemented by the project sponsor and might include a program of on-site monitoring of all site excavation, during which the archaeologist would record observations in a permanent log. The monitoring program, whether or not there are finds of significance, would result in a written report to be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor would designate one individual on site as his/her representative. This representative would have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist would immediately notify the Environmental Review Officer (ERO), and the project sponsor would halt any activities which the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbing activities which might damage cultural resources would be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist would prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which would contain an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific additional mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural material.

Finally, the archaeologist would prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) would be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. Three copies of the final archaeology report(s) shall be submitted to the Office of Environmental Review, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center.

E. ALTERNATIVES

The EIR will analyze alternatives to the project that would reduce or eliminate any significant environmental effects. At a minimum, these alternatives will include a No Project Alternative, and one scaled-down build alternative.

F. MANDATORY FINDINGS OF SIGNIFICANCE

		Yes	No	Discussed
1.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?		X	
2.	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		X	
3.	Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)		X	
4.	Would the project cause substantial adverse effects on human beings, either directly or indirectly?		X	

All of the items in the Initial Study Checklist have been checked "No" or "To Be Determined" indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect or that further analysis will be included in the EIR. Several of the Initial Study Checklist items have also been checked "Discussed," indicating that the Initial Study text includes discussion about that particular issue. For all of the items checked "No," without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience, and expertise on similar projects, and/or standard reference material available within the Department, such as the Department's

Transportation Guidelines for Environmental Review, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

G. ON THE BASIS OF THIS INITIAL STUDY:

____ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

____ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

_X_ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

HILLARY E. GITELMAN
Environmental Review Officer

for GERALD G. GREEN
Director of Planning

Date: September 4, 1999

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APPENDIX B
INTERSECTION LEVELS OF SERVICE DEFINITIONS

Level of Service	**Interpretation**	**Average Stopped Delay Per Vehicle (seconds)**	**Reserve Capacity**
A	Uncongested operations. All queues clear in a single signal cycle. Little or no minor street delay at unsignalized intersections.	0.0 0 5.0	400+
B	Very light congestion. An occasional approach phase is fully utilized. Short minor street traffic delays at unsignalized intersections.	5.1 - 15.0	300 - 399
C	Light congestion. Occasional backups on critical approaches. Average minor street traffic delays at unsignalized intersections.	25.1 - 40.0	200 - 299
D	Significant congestion on critical approaches, but intersection functional. Cars required to wait through more than one signal cycle during short peaks. No long-standing queues formed. Long minor street traffic delays at unsignalized intersections.	40.1 - 60.0	100 - 199
E	Severe congestion with some long-standing queues on critical approaches. Blockage of intersection may occur. Traffic queue may block nearby upstream intersections. Very long minor street delays at unsignalized intersections.	40.1 - 60.0	0 - 99
F	Total breakdown; stop-and-go operation.	> 60.0	< 0

Source: Transportation Research Board, *Highway Capacity Manual,* Special Report 209, 1985.

9.0

EIR AUTHORS AND CONSULTANTS; ORGANIZATIONS AND PERSONS CONSULTED

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Place
Postage
Here

Planning Department
Major Environmental Analysis Team
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Attention: Joy Navarrete, EIR Coordinator
98.635E: Bryant Square EIR

Please cut along dotted line, and fill in blanks on the opposite side of this page.

**Return Request Required for
Final Environmental Impact Report**

REQUEST FOR FINAL ENVIRONONMENTAL IMPACT REPORT

TO: Planning Department
Office of Environmental Review

Please send me a copy of the Final EIR.

Signed:

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Please Print Your Name and Address Below

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